

**MARTELL'S**  
**THREE STAR**  
**BRANDY.**  
\$28 Per Case.  
H. Price & Co.,  
Sole Agents.

# The China Mail.

ESTABLISHED 1845.

**KING EDWARD VII**  
**SPECIAL**  
**WHISKY**  
\$15.50 Per Dozen.  
H. Price & Co.,  
Sole Agents.

No. 13,035

號九月正年九零百九千一英

HONGKONG, MONDAY, JANUARY 9, 1905.

日四初月二十年辰甲

PRICE, \$3.00 Per Month.

## MACWEN, FRICKEL & CO.

### FORWARDING DEPARTMENT.

REGULAR Weekly Departures for EUROPE.  
Parcels and Goods shipped to all parts of the World.  
All Expenses, including Duty and other destination charges, may be paid by sender, or otherwise as desired.  
Goods received for Storage, Packing, Shipment or Transhipment.  
Estimates for Freight and other charges upon receipt of Cubic Capacity, Contents, Weight and Value.

**CHINA PARCEL EXPRESS.**  
Office—3, DUDDELL STREET.  
Hongkong, December 5, 1904. 1815

### Intimations.

#### NOTICE.

**WILLIAM GIBSON MCKERDY & CO.**

THE Undersigned beg to inform the Public that Messrs H. S. ABDULLA and S. A. MARICAN have entered into Partnership in the above Firm, since 15th July, 1904.

The Firm will not hold themselves responsible for any Debts unless signed by both parties.  
H. S. ABDULLA & H. S. MARICAN,  
Proprietors.  
Hongkong, January 5, 1905. 54

#### WANCHAI STORING CO.

FROM 1st JANUARY, 1905, We have ceased to be AGENTS for the above Company.

**SHEWAN, TOMES & CO.**  
Hongkong, January 5, 1905. 53

#### NOTICE.

THE Interest and Responsibility of the late JAMES PARK WINGATE (Deceased) in our Firm ceased on 21st December, 1904.

**TAIT & CO.**  
Amoy, January 1, 1905. 51

#### NOTICE.

WE Have This Day authorised Mr. A. M. DA CRUZ to Sign our Firm for Procurement.

**DARRETT & CO.**  
Hongkong, January 2, 1905. 27

#### WANTED.

A N ASSISTANT IN WINE BUSINESS; Experience in the Trade and Ability to Correspond indispensable.

Apply to  
**'EXCELSIOR'**  
Care of 'CHINA MAIL' Office.  
Hongkong, January 7, 1905. 53

#### WANTED.

BY A YOUNG MAN, 23 years of age, SITUATION as Clerk, Steward, Salesman or any suitable position. With knowledge of Book-keeping, Typewriting, and General Office Work; also, with a thorough knowledge of the following Languages:—German, Swedish, Russian, and the Northern Chinese Dialect. Eight years experience in the East.

Apply to  
**'K. Y.'**  
Care of 'CHINA MAIL' Office.  
Hongkong, January 4, 1905. 42

#### DOCTOR WANTED

FOR EMIGRANT STEAMER.

Apply to  
**'S. A. L. A.'**  
Care of 'CHINA MAIL' Office.  
Hongkong, December 31, 1904. 2338

#### WANTED—AT ONCE.

A FIRST-CLASS HOUSE, Good Location. Willing to pay \$200, for suitable place.

Apply to  
**'E. A.'**  
Care of 'CHINA MAIL' Office.  
Hongkong, December 30, 1904. 1

## THE POPULAR SCOTCH

**BLACK & WHITE**



**JAMES BUCHANAN & CO.**

SCOTCH WHISKY DISTILLERS

By Appointment to

**H.M. THE KING**

and

**THE PRINCE OF WALES**

Supplied at all the leading Clubs and Hotels, and to be obtained from LANE, CRAWFORD & CO., Queen's Road Central.

## Business Notices.

### INNIS' (PATENT)

#### METALLIC ZINC POWDER

FOR PREVENTION OF CORROSION IN MARINE OR LAND BOILERS.

In Boilers where Corrosion has already taken place, the introduction of Zinc Powder will effectually stop it. This form of Metallic Zinc is 5 times more powerful in its preservative action than that of Zinc Slabs, Balls or Plates.

FURTHER PARTICULARS FROM

**W. S. BAILEY & CO.,**

Engineers, HONGKONG.

## HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

### Hongkong-Canton Line.

s.s. HONAM, 2,363 tons, Captain H. D. Jones.  
s.s. POWAN, 2,363 tons, Captain R. D. Thomas.  
s.s. FATSHAN, 2,360 tons, Captain W. A. Valentine.  
s.s. HANKOW, 2,073 tons, Captain C. V. Lloyd.  
s.s. KINSHAN, 1,995 tons, Captain J. J. Louisa.

Departures from Hongkong to Canton daily at 8.30 a.m. (Sunday Excepted), 9 p.m. and 10.30 p.m. (Saturday Excepted).  
Departures from Canton to Hongkong daily at 8.30 a.m., 3 p.m. and 6 p.m. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

### SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

#### Hongkong-Macao Line.

s.s. HEUNGSHAN, 1,998 tons, Captain W. E. Clarke.

Departures from Hongkong to Macao on week days at 2 p.m.  
Departures from Macao to Hongkong daily at 8.30 a.m.

### Canton-Macao Line.

s.s. LUNGSHAN, 2,120 tons, Captain T. D. Hamilton.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at 8.30 a.m., and leaves Macao for Canton every Monday, Wednesday and Friday at 8 a.m.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE LING-CHIA STEAM NAVIGATION COMPANY, LTD.

### Canton-Wuchow Line.

s.s. SAINAM, 588 tons, Captain J. Wilcox.

s.s. NANNING, 569 tons, Captain O. Butchart.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at 8.30 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

**HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.**

18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.

Or of BUTTERFIELD & SWIRE.

Agents, CHINA NAVIGATION CO., LTD.

18

**PELHAM HOUSE.**

PRIVATE HOTEL, CENTRALLY SITUATED.

TO REE MINUTES' WALK FROM POST OFFICE.

RATES MODERATE.

Hongkong, September 6, 1904. 1635

29, WYNDHAM STREET.

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## Business Notices.

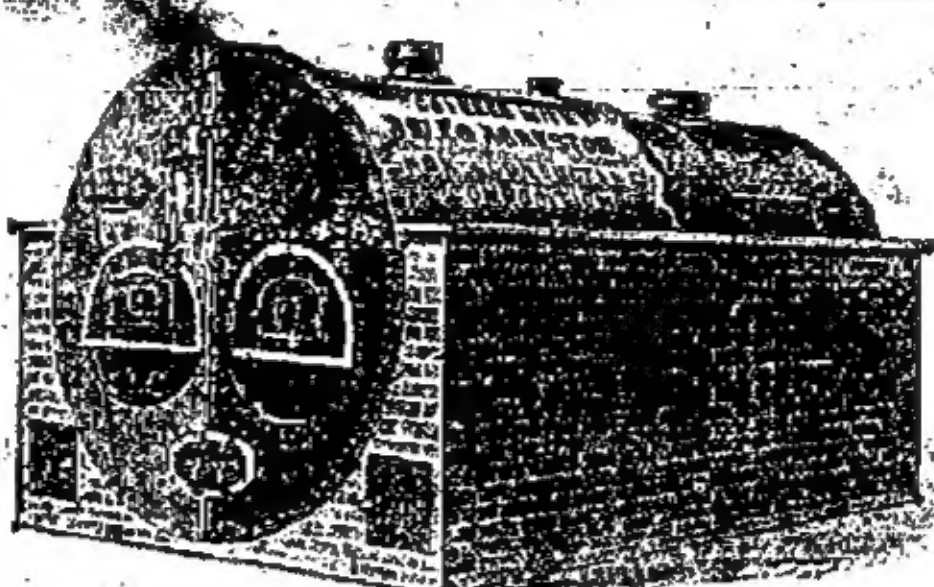
### BELL'S ASBESTOS EASTERN AGENCY, LIMITED

(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

SAVE FUEL BY COVERING YOUR BOILERS AND STEAMPIPES

WITH

BELL'S ASBESTOS NON-CONDUCTING COMPOSITION.



ESTIMATES GIVEN

FOR WORK FINISHED COMPLETE.

OR SUPPLIED IN

Days of 1 cwt. each.

Office: 6, DES VŒUX ROAD.

## LANE, CRAWFORD & CO.

ARE NOW SHOWING FOR THE SEASON:

AXMINSTER, WILTON, BRUSSELS CARPETS.

NEWEST DESIGNS AND COLORINGS.

CURTAINS, All the Newest Styles.

CHENILLE, TAPESTRY, SERGE, ETC.

NEW AND SELECT DESIGNS IN TAPESTRIES

FOR

FURNITURE COVERINGS, CURTAINS,

BED AND TABLE LINENS, etc., etc.

INSPECTION INVITED.

**LANE, CRAWFORD & CO.**

## STAG HOTEL.

148, QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL, MOST CENTRALLY SITUATED.

WELL FURNISHED AND ACRY BEDROOMS.

Monthly Boarders accommodated on very Moderate Terms.

For Particulars, apply to

**THE MANAGER.**

Hongkong, November 3, 1904. 1885

### D. NOMA, TATTOOER.

60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 a.m. all day. My 32 years experience in tattooing is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3700 Recommendations which I have received from all Sources.

Hongkong, August 2, 1904. 1449

**N. LAZARUS,** 10, D'AGUILAR STREET, HONGKONG.

OPTICIAN.

SIGHT TESTED FREE. LENSES GRIND ON THE PREMISES.

A. S. TUXFORD, Manager.

Hongkong, October 1, 1904. 1797

## CLARK'S STUDIO.

4, ICE HOUSE STREET.

PORTRAITURE IN ALL STYLES.

AMATEUR WORK A SPECIALITY.

Hongkong, October 5, 1904. 1812

## The Peak Hotel

Admirably Situated—Sheltered from the North-East Monsoon and Open to the South-West Monsoon.

A COVERED GANGWAY LEADS FROM THE TRAMWAY TERMINUS

INTO THE HOTEL.

Telegraphic Address:—PEACEFUL.

TOWN OFFICE:—7, DUDDELL STREET.

Hongkong, January 3, 1905. 18

## DON'T! DON'T!!

BUY any of the CHEAP NATIVE CHAIRS until you have visited the

Property of the

**HARRIS-KENNEY CO.**

and seen their Beautiful RATTAN SEAGRASS and LINEN FIBRE CHAIRS.

No. 1 to 14, SHAU-KI-WAN ROAD.

Hongkong, January 3, 1905. 19

## GREGOR & CO.,

WINE AND SPIRIT MERCHANTS.

SPECIALLY RECOMMENDED:

CHATEAU LA TOUR MARCEAU

(a Fine, Full Flavoured Claret) ... Per Case Quarts \$ 8.00

CHATEAU HAUT VIGNEAU

(a Splendid After-Dinner Wine) ... " " " 18.00

CHATEAU LA TOUR DE L'ILE

(a White Wine of Exceptional Bouquet) ... " " " 18.00

N.B.—All our Wines and Spirits are BOTTLED AT HOME, thereby ensuring to our Customers all the advantages accruing from bottling done at Home under the direct supervision of the Growers and Distillers as compared to bottlings in China by Chinese men at the Service of European Firms.

34, QUEEN'S ROAD CENTRAL, First Floor.

(W. Powell & Co.'s Old Premises).

Hongkong, January 3, 1905. 2110

## Business Notices.

### GREEN ISLAND CEMENT CO., LTD.

#### Portland Cement.

In casks of 375 lbs net, \$5.00 per cask, ex Factory.

In bags of 250 lbs net, \$3.20 per bag, ex Factory.

FACTORIES—HONGKONG AND MACAO.

Glazed Stoneware, Drain Pipes and Fittings, Glass

Paving Bricks and Tiles, Fire Bricks and Fire Clay.

FIRE CLAY WORKS.—DEEP WATER BAY, HONGKONG.

For further particulars, apply to

**Shewan, Tomes & Co.**

GENERAL MANAGERS.

### FINEST

## BLACKBERRY BRANDY

Price per Doz. Qts., \$11.00.

" Bottle, 1.00.

LANE, CRAWFORD & CO.

Hongkong, September 1, 1904. 980

## FAIRALL & CO.

22, QUEEN'S ROAD CENTRAL.

### SPECIAL REDUCTION

IN THIS SEASON'S COATS AND COSTUMES.

A NEW STOCK OF

## AMERICAN SHOES

For Day and Evening Wear.

Hongkong, January 7, 1905. 1095

## HONGKONG HOTEL.

UNRIVALLED FOR COMFORT AND CUISINE.

THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY.

MODERATE TERMS AND NO EXTRAS.

## THE CONNAUGHT HOTEL,

QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL, SITUATED NEAR THE BANK AND PRINCIPAL

OFFICES.—EXCELLENT CUISINE AND WINES.

Large and Lefty Rooms Elegantly Furnished. Hydraulic Elevator.

Hot and Cold Water throughout. Special Rates for Tourists.

Launch Service for Guests.

For Terms, apply

**THE MANAGER.**

37

## LEADING SCOTCH WHISKIES.

THORNE'S BLEND ... Per Doz. \$12.00

CLAYMORE ... " " 14.00

LOCHABER ... " " 14.00

V. R. O. LIQUEUR. (Square bottle) ... " 16.50

16.50

## THE VICTORIA DISPENSARY,

Wine and Spirit Merchants,

SOLE AGENTS.

## W. BREWER & CO.

23 and 25, QUEEN'S ROAD.

## JUST LANDED—NEW STOCK.

AYRES 1905, CHAMPIONSHIP TENNIS BALLS.

HOCKEY BALLS, BASE BALLS.

CROQUET-LAWN BOWLS. CHESS, DRAUGHTS, DOMINOS, &c.



## Intimations.

**G. FALCONER & Co.,**  
WATCH-MAKERS AND JEWELLERS.

NEW SELECTIONS OF  
DIAMOND JEWELLERY AND ENGLISH SILVER WARE,  
HIGH-CLASS GOLD AND SILVER WATCHES.  
ADGE ASSORTMENT OF SPECTACLES.  
PINCE-NEZ AND EYE PRESERVES.  
FALCONER & Co. ARE AGENTS FOR ROSS'S FAMOUS TELESCOPES AND  
BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS,  
ADMIRALTY CHARTS AND BOOKS.  
EASTMAN'S KODAKS AND FILMS.  
64, QUEEN'S ROAD.

**M. MUMEYA,**  
JAPANESE ARTIST AND PHOTOGRAPHER.  
ENLARGEMENTS ON BROMIDE PAPER  
AND FINISHED IN CRAYON.  
ALL KINDS OF WORK DONE FOR AMATEURS.  
84, QUEEN'S ROAD CENTRAL.

# Vinolia

SOAP—For Delicate, Sensitive, Brittle Skin.  
5 kinds—Floral, Medicated, Toilet (Oiled), and Vaseline.  
CREAM—For Tanning, Face Spots, Moles, and Insect Bites, and  
all skin irritation.  
POWDER—For Redness, Roughness, Toilet, Nursery, etc.  
SOLD EVERYWHERE.

**JAPAN COALS.**  
**KAISHA**  
(MITSUI & CO.)

HEAD OFFICE:—1, SUBURA-CHO, TOKYO.  
LONDON BRANCH:—24, LIME STREET, E.C.  
HONGKONG BRANCH:—FRANCIS BUILDINGS, 105 HOSKINS STREET, FIRST FLOOR.

OTHER BRANCHES:  
New York, San Francisco, Hamburg, Bombay, Singapore, Siam, Manila, Amoy,  
Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Otsu, Yokohama,  
Yokosuka, Nagoya, Osaka, Kobe, Maizuru, Kure, Shimonoeki, Moji, Wakasa,  
Kure, Karatsu, Nagasaki, Kuchino, Sasebo, Maizuru, Mike, Hakodate,  
Kobe.

Telegraphic Address: 'MITSUI' (A.B.O. and A.I. Codes.)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armaments and the  
Straits Railways; Principal Railway Companies and Industrial Works; Homes and  
Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Mitsui, Yamato, and Ida Coal Mines.  
SOLE AGENTS for Hokoku, Hondo, Kanada, Fujiyama, Mameda, Mannoura,  
Moura, Otsu, Sasahara, Tsubakuro, Yoshinaka, Yoshio, Yonokubo, and other  
Coals.

S. MINAMI, Manager, Hongkong.

# Milkmaid



**Guaranteed Full Cream.**  
**Largest Sale in the World.**

**DINNEFORD'S**

The Universal Remedy for Acidity of the  
Stomach, Headache, Heartburn, Indigestion,  
Sour Eructations, Bilious Affections.

The Physician's  
Cure for Gout,  
Rheumatic Gravel,  
and Gravel.

Safest and most  
Gentle Medicine for  
Infants, Children,  
Delicate Females,  
and the Sick.

**DINNEFORD'S**  
**MAGNESIA**

## THE PERFECTION OF NATURE AND ART.

Manufactured by a special process,  
securing high concentration of  
the nutritive, stimulating and  
refreshing properties of the finest  
Cocoa Beans.

# van Houten's

  
PURE SOLUBLE 

# Cocoa

Is today in daily regular use in  
every country in the world. Try  
it, you will find it the most  
satisfying, digestible and delicious  
of all Cocoa, besides being

THE MOST ECONOMICAL IN USE.

## Intimations.

**MITSU BISHI COSHI-KWAISHA**  
(MITSU BISHI CO.)  
COAL DEPARTMENT.

MAKUNO-UCHI, TOKIO.  
CABLE ADDRESS: 'IWASAKI',  
which applies to all Branch Offices and  
Hongkong and Shanghai Agencies.

ALL AEO 6th EDITION, WESTERN  
UNION CODES USED.  
ALL LETTERS ADDRESSED  
MANAGER, MITSU BISHI CO., WITH  
NAME OF PLACE UNDER.

BRANCH OFFICES.  
NAGASAKI, MOJI, KOBE, KARATSU  
AND HANKOW.

AGENCIES.  
SHANGHAI: H. J. H. TRIPP.  
HONGKONG: H. U. J. PERKINS.  
MANILA: COMPANIA MARITIMA.  
YOKOHAMA: M. ANADA.

CONTRACTORS OF COAL to the Imperial Japanese Navy and Foreign Navies;  
the Imperial Armaments; the Imperial Railway; Sanyo, Kishu and the other Principal  
Railways; Industrial Works; Homes and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of Mitsui, Yamato, and Ida Coal Mines.  
SOLE AGENTS for Hokoku, Hondo, Kanada, Fujiyama, Mameda, Mannoura,  
Moura, Otsu, Sasahara, Tsubakuro, Yoshinaka, Yoshio, Yonokubo, and other  
Coals.

SOLE AGENTS for Mitsui, Yamato, and Ida Coal Mines.  
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## Intimations.

## NOTICE.

THE MEETING OF THE KOWLOON  
PIGEON CLUB advertised for the  
4th inst. has been POSTPONED till  
WEDNESDAY NEXT, the 11th inst.,  
when it will be held at the KOWLOON  
HOTEL, at 9 p.m.  
All interested in Pigeons are invited.  
Particulars will be published after the  
Meeting.

R. DAVID,  
Hon. Secretary.  
Kowloon Hotel,  
January 5, 1905.

HONGKONG HOCKEY CHALLENGE  
CUP.

ENTRIES for the above CUP on the  
15th inst. Names of intending teams,  
together with \$10 entrance fee, must be  
sent on or before that date to  
T. C. GRAY,  
Hon. Secretary,  
C/o HONGKONG CLUB.  
Hongkong, January 4, 1905.

HONGKONG JOCKEY CLUB.

NOTICE.  
THE Date of the Closing of Entries for  
the Forthcoming Race Meeting is  
POSTPONED until SATURDAY, the  
14th January, 1905.  
By Order,  
T. F. HOUGH,  
Clerk of the Course.  
Hongkong, December 29, 1904. 2331

THE HONGKONG LAND RECLAMA-  
TION CO., LD.

NOTICE IS HEREBY GIVEN that the  
FOURTH ORDINARY MEETING OF  
SHAREHOLDERS in this Company will  
be held at the COMPANY'S OFFICE,  
Victoria Buildings, on WEDNESDAY, the  
18th January, 1905, at 11.30 o'clock a.m.,  
for the purpose of receiving the Report of  
the Directors, together with a Statement of  
Accounts for the year ending 31st Decem-  
ber, 1904.

The REGISTER of SHARES of the  
Company will be CLOSED from SATUR-  
DAY, the 14th January, to WEDNESDAY,  
the 18th January, both days inclusive,  
during which period no Transfer of Shares  
can be registered.  
By Order of the Board of Directors,  
MOWBRAY S. NORTHCOTE,  
Secretary.  
Hongkong, January 7, 1905. 62

A. S. WATSON & CO., LIMITED.  
ESTABLISHED 1841.  
AERATED WATER MANUFACTURERS.

NOTICE.  
WE Beg to Notify Customers that from  
1st January, 1905, Separate Ac-  
counts will be rendered for Aerated Waters.  
An inclusive charge will be made for  
Waters and Bottles, and full credit will be  
allowed for empties when returned.

Orders for Aerated Waters should be  
addressed to  
A. S. WATSON & CO., LIMITED,  
Aerated Water Manufactory,  
Des Vaux Road Central.

PRICE LIST:  
\$1.20 per dozen will be allowed for  
Aerated Water Bottles when returned in  
good condition.

Per Doz.  
Soda Water ... \$1.70  
Soda Water in Bombay Bottles ... 1.80  
Potash Seltzer and B.P. Soda ... 1.80  
Lemonade ... 1.80  
Tonic Water ... 1.80  
Lithia Water ... 1.80  
Ginger Ale ... 1.80  
Lemon Squash ... 1.80  
Raspberry ... 1.80  
Stone Ginger Beer ... 1.80  
Hongkong, December 28, 1904. 2319

THE VICTORIA DISPENSARY.  
NOTICE.  
WE Beg to Notify Customers that from  
1st January, 1905, Separate Ac-  
counts will be rendered for Aerated Waters.  
An inclusive charge will be made for  
Waters and Bottles, and full credit will be  
allowed for empties when returned.

Orders for Aerated Waters should be  
addressed to  
THE VICTORIA DISPENSARY,  
PRICE LIST:  
\$1.20 per dozen will be allowed for  
Aerated Water Bottles when returned in  
good condition.

Per Doz.  
Soda Water ... \$1.70  
Soda Water in Bombay Bottles ... 1.80  
Potash Seltzer and B.P. Soda ... 1.80  
Lemonade ... 1.80  
Tonic Water ... 1.80  
Lithia Water ... 1.80  
Ginger Ale ... 1.80  
Lemon Squash ... 1.80  
Raspberry ... 1.80  
Stone Ginger Beer ... 1.80  
Hongkong, December 28, 1904. 2320

WATKINS, LIMITED.  
NOTICE.  
WE Beg to Notify Customers that from  
1st January, 1905, Separate Ac-  
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Waters and Bottles, and full credit will be  
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WATKINS, LIMITED,  
PRICE LIST:  
\$1.20 per dozen will be allowed for  
Aerated Water Bottles when returned in  
good condition.

Per Doz.  
Soda Water ... \$1.70  
Soda Water in Bombay Bottles ... 1.80  
Potash Seltzer and B.P. Soda ... 1.80  
Lemonade ... 1.80  
Tonic Water ... 1.80  
Lithia Water ... 1.80  
Ginger Ale ... 1.80  
Lemon Squash ... 1.80  
Raspberry ... 1.80  
Stone Ginger Beer ... 1.80  
Hongkong, December 28, 1904. 2321

THE VICTORIA DISPENSARY.  
NOTICE.  
WE Beg to Notify Customers that from  
1st January, 1905, Separate Ac-  
counts will be rendered for Aerated Waters.  
An inclusive charge will be made for  
Waters and Bottles, and full credit will be  
allowed for empties when returned.

Orders for Aerated Waters should be  
addressed to  
WATKINS, LIMITED,  
PRICE LIST:  
\$1.20 per dozen will be allowed for  
Aerated Water Bottles when returned in  
good condition.

Per Doz.  
Soda Water ... \$1.70  
Soda Water in Bombay Bottles ... 1.80  
Potash Seltzer and B.P. Soda ... 1.80  
Lemonade ... 1.80  
Tonic Water ... 1.80  
Lithia Water ... 1.80  
Ginger Ale ... 1.80  
Lemon Squash ... 1.80  
Raspberry ... 1.80  
Stone Ginger Beer ... 1.80  
Hongkong, December 28, 1904. 2322

THE VICTORIA DISPENSARY.  
NOTICE.  
WE Beg to Notify Customers that from  
1st January, 1905, Separate Ac-  
counts will be rendered for Aerated Waters.  
An inclusive charge will be made for  
Waters and Bottles, and full credit will be  
allowed for empties when returned.

Orders for Aerated Waters should be  
addressed to  
WATKINS, LIMITED,  
PRICE LIST:  
\$1.20 per dozen will be allowed for  
Aerated Water Bottles when returned in  
good condition.

Per Doz.  
Soda Water ... \$1.70  
Soda Water in Bombay Bottles ... 1.80  
Potash Seltzer and B.P. Soda ... 1.80  
Lemonade ... 1.80  
Tonic Water ... 1.80  
Lithia Water ... 1.80  
Ginger Ale ... 1.80  
Lemon Squash ... 1.80  
Raspberry ... 1.80  
Stone Ginger Beer ... 1.80  
Hongkong, December 28, 1904. 2323

THE VICTORIA DISPENSARY.  
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1st January, 1905, Separate Ac-  
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WATKINS, LIMITED,  
PRICE LIST:  
\$1.20 per dozen will be allowed for  
Aerated Water Bottles when returned in  
good condition.

## Intimations.



Hongkong, October 28, 1904. 1376

## To Let.

## TO LET.

NO. 1. RIFON TERRACE.  
A HOUSE in WONG NEI CHONG ROAD,  
FLATS in MORETON TERRACE, facing the  
Polo Ground.  
OFFICES, in Course of Erection, Con-  
stant Road (near Blake Pier).  
GODOWNS PRATA EAST.

Apply to  
THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LTD.  
Hongkong, December 3, 1904. 7

## TO LET.

2 NEW HOUSES, To Let, in CASTLE  
ROAD.  
Apply to  
SAM WANG & CO., LD.,  
81, Queen's Road Central.  
Hongkong, October 22, 1904. 8

## TO LET.

NO. 1. STEWART TERRACE, The  
Peak.  
Apply to  
THE HONGKONG LAND INVESTMENT  
AND AGENCY CO., LTD.  
Hongkong, March 28, 1904. 14

## TO LET.

ONE ROOM on the First Floor of  
ALEXANDRA BUILDINGS.  
Apply to  
SECRETARY,  
A. S. WATSON & CO., LIMITED.  
Hongkong, December 10, 1904. 10

## TO LET.

GODOWN No. 3, NEW PRATA,  
Kennedy Town.  
Apply to  
THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LTD.  
Hongkong, November 21, 1904. 11

## TO LET.

THREE FIRST-CLASS SHOPS, Euro-  
pean Style, in Kowloon. Possession  
on or about 31st August, 1905.  
Apply to  
HUMPHREYS' ESTATE & FINANCE  
CO., LTD.  
Hongkong, October 5, 1904. 8

## TO LET.

A 2-STORYED GARDEN BUILDING with Water  
Frontage.  
Apply to  
JARDINE, MATHESON & CO.  
Hongkong, November 25, 1904. 4

## TO LET.

NOS. 1, 2, 3 and 4, BARROW TER-  
RACE, KOWLOON.  
Apply to  
SAM WANG & CO., LD.,  
81, Queen's Road Central.  
Hongkong, December 2, 1904. 5

## TO LET.

LEWKNOR MOUNT GOUGH, Peak.  
from the 15th March. Well fur-  
nished. Less than 15 minutes from  
Plantation Road Tram Station.  
Apply to  
M. W. SLADE,  
54, Queen's Road.  
Hongkong, January 9, 1905. 37

## TO LET.

NO. 20, ROBINSON ROAD.  
Apply to  
TSUI CHAN,  
60, Wellington Street.  
Hongkong, January 6, 1905. 50

## TO LET.

A SUITE of 2 ROOMS, on the Ground-  
floor of the Annex, suitable for  
Offices.  
For Particulars, apply to the Under-  
signed.  
O. H. GRACE,  
Secretary.  
Hongkong, June 2, 1904. 1377

## TO LET.

A SERIES of ARTICLES,  
Reprinted from 'The China Mail',  
WITH AN APPENDIX.  
To be had at the OFFICE of THE PRESS,  
Messrs. KELLY & WALES, LTD.,  
And Messrs. W. BARNES & CO.  
Price, 60 Cents.

## THE JIRIKISHA.

The Hansom Cab of the East.

The most general impression of the jir-  
rikisha, the hansom cab of the East, gener-  
ally, and of Japan in particular, is that it  
is a vehicle with a venerable antiquity  
behind it, or, in other words a survival of  
some kind; therefore, when one learns that  
it is merely an infant of some forty sum-  
mers, there is perhaps cause for surprise.  
The honour of inventing the conveyance  
cannot be ascribed to any particular in-  
dividual if one has any regard for accuracy,  
for there are half-a-dozen claimants,  
among them being—it seems almost  
inevitable—an American, whose hus-  
tling propensity, so it would seem,  
was rather abnormally developed. But  
the Japanese themselves, who ought  
to know something about the matter,  
ignore the pretensions of this western Yan-  
kee, and most frequently mention the names  
of the own country-men, Tokoyama, Ko-  
suke, Izumo Oshiki, and Sozoku Tokiyasu, as  
the inspired geniuses who first recognised  
the necessity for some improvement upon  
the Kago, a kind of palanquin which was  
anything but expeditious, and the num-  
berous fourwheeled ox-cart, which, though  
perhaps truly Oriental, was altogether too  
dreadful when the roadways were not con-  
structed with mathematic precision as to the  
uniformity of the stones. One of these  
individuals fashioned a vehicle out of a box,  
for props, and a pair of wheels, a very crude  
and primitive arrangement, it must be  
allowed, but the idea itself caught an im-  
mediate, and fortunately so, and did not  
clash with any of the conventions in vogue,  
by which the ron, an aristocratic two-  
wheeler, and the koshi, a kind of sedan-  
chair with an awning were strictly relegated  
for the use of royalty and the nobles, and  
could not be utilised by the mere plebeian,  
native or otherwise, because of the penalties  
prescribed for such transgression against  
the dignity of blood.

Gradually the idea evolved into the con-  
futable, expeditious, and almost indispen-  
sible equipage of the present day; and at  
the same time the kumotsu (coolies em-  
ployed in the dragging of the old vehicles),  
advancing with the times, blossomed out  
into jirikisha-men. Of these individuals  
there are nowadays three distinct classes,  
divided into kakae-guruma, private coach-  
men attached to a household, the yado-  
guruma, plying for public hire at this in-  
spection of an owner of a number of riksha-  
s; and, last of all, the tsuji-guruma, who  
work for the benefit of their own health  
and wealth. The kakae-guruma is a pri-  
vate servant in every sense of the word,  
and, being so, enjoys special privileges,  
one of the most important of which is that  
he need not conform to the police regula-  
tions in the matter of dress. The yado-  
guruma, however, must array himself in  
the prescribed costume; and, as a rule, he  
generally lives in the jirikisha house; and  
to the public he is nothing more  
than an employee of the yokotsu, or boss, to  
whom the monthly accounts are payable,  
and who is responsible for any misconduct  
on the part of the workmen. The latter's  
remuneration is not a fat one, for though  
he receives board and lodging, and obtains  
the use of the vehicle, he must pay the  
'boss' six yen per month, in addition to at  
least 10 per cent. of the fares; and after  
sundry necessary expenditures, there re-  
mains but a paltry profit left. But, never-  
theless, he never goes about, being able to  
obtain accommodation by borrowing from  
his employer; and although in the past it  
was considered almost a point of honour  
with the fraternity to take French leave  
when in debt, the formation of the jirikisha  
has rendered this playfulness quite im-  
possible. If he were to attempt to get a  
fresh licence he would probably find his  
name on the black list as a result of the  
thoughtlessness of his late employer, and  
permission to ply for hire would not be  
granted.

The third class, or tsuji-guruma, who are  
stationed at street corners, are the frost  
of all as regards their daily life, but are  
probably the poorest. The majority rent  
their vehicle from some jirikisha house,  
and pay four to eight yen per diem for the  
hire. The street jirikishamen's earnings  
are on an average about twenty-five to  
thirty yen, equivalent to a little more than  
one shilling. He has a street stand, where  
he must wait for his fares; but though  
these are free to all like our own cabstand,  
every workman finds he must ingratiate  
himself with those before him by a small  
present to commemorate his entrance into  
their company. At busy stands the num-  
bers are always full, and strangers are not  
accepted on any terms except by purchas-  
ing the 'goodwill' of a stand vacated by a  
retiring member. When the stands are  
located in the station enclosure, or on the  
ground belonging to the railway the men  
are even more exclusive. Outside the  
railway enclosure at some places are to be  
seen men who solicit passengers, and when  
their fare is made, underest it to the man  
at a stand in the vicinity, pocketing the  
difference. They are commonly known as  
gogoi, and not infrequently make more  
money than the bona-fide jirikishamen.

Goodness is not a characteristic of the  
jirikishamen; nor is he given to honest  
practices. On the contrary, he will hara-  
gue for half an hour in endeavouring to  
swindle a likely fare out of a paltry copper,  
more especially if the enquirer happens to  
be a newly-arrived European, scoring re-  
ferences to the official regulations. These

Particulars of the Lot.

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regulations, it may be mentioned, not only govern the conduct of the men themselves, but give directions for the construction and colour of the jirishas, together with its appurtenances, and stipulate what dress the men shall generally wear, in addition to style and colour of the waterproof donned in wet weather. The rule of the road is also given minutely. Keep to the left holds good in Japan, though there is an exception when troops, commissariat, etc., are in sight, for the right side must then be taken. An unoccupied conveyance must yield to one occupied, and when it is desired to overtake another jirisha travelling in the same direction, that intention must be expressed loudly, so that the one in front may swerve to the right. Mail cars are fire-engines, of course, together with water drays and funeral processions, have precedence over other vehicles, which must move out of the way with alacrity. The regulations of the police are seconded to a great extent by the efforts of the guide, one of which exists in each district, or ward, of the large cities, to which every *tsuji-guruma* must belong. In Tokyo there are about 50,000 jirishas, according to the number of urban districts, so that every guild manager, who is chosen by the members has charge of over 5,000 wheelers, a task which is by no means light, and compares with the secretaryship of a trades union in this country, though it must be admitted that the duties are decidedly more onerous.—*Globe*.

#### REMARKABLE FATALITIES FROM DEER HUNTING.

MILWAUKEE, Nov. 30.—Twenty-five dead, fifteen seriously injured. This is the record of the deerhunting season, which began November 11th and closed to-day in Wisconsin. Each man or boy killed or hurt was mistaken for a deer. For some reason never explained the coats worn were of buff colour as a rule. Some hunters wore coloured caps. Consequently even experienced men have difficulty in distinguishing fellow hunters from game at a distance or in thick woods, and a bullet often finds a resting-place in human flesh. A movement is now on foot to stop deer shooting in Wisconsin, and a bill to that effect will go to the Legislature this winter. It is estimated that 4,000 deer were killed in twenty days—one third less than the number a year ago.

#### A SUBMARINE IN A STORM.

NEW LONDON (Conn.), Nov. 26.—Sealed fast in the U.S. submarine-boat *Plunger*, two seamen went through a terrifying experience last night in a gale on the sound. Twice the *Plunger* was thrown up on the beach and in the battering of the vessel at sea and on shore the two seamen were hurled with stunning force against the steel sides of their prison. When the storm had abated enough to permit an inspection of the submarine-boat the sailors were found unconscious on the floor. They were taken to the hospital here. Both men are expected to recover. The *Plunger* was in tow of the torpedo-boat *Tingey* when caught in a terrific gale. The tow-line snapped and the two vessels separated. The *Plunger* was at the mercy of the waves. The *Tingey*, although swept by vast waves, made a heroic effort to relieve the submarine. A tow-line was made just again, only to be snapped. All night the torpedo-boat worked to aid the *Plunger*, which was now resting firmly on the beach. Finally the submarine was pulled off at daylight and towed to shelter. The machinery in the submarine-boat was badly strained and probably ruined.

**A TIMELY SUGGESTION.**—This is the season of the year when the prudent and careful housewife replenishes her supply of Chamberlain's Cough Remedy. It is certain to be needed before the winter is over, and results are much more prompt and satisfactory when it is kept at hand and given as soon as the cold is contracted and before it has become settled in the system. In almost every instance a severe cold may be warded off by taking this remedy freely as soon as the first indication of the cold appears. There is no danger in giving it to children for it contains no harmful substance. It is pleasant to take—both adults and children like it. Buy it and you will get the best. It always cures. Sold by All Dealers; *WATKINS & Co., Ltd.*, General Agents.

Relieves the scalding pain at once and cures all discharges from the genital-urinary organs in either sex in 48 HOURS. Santal Midy is a specific for Cystitis. Unlike the sandal oil of the Bazar, it is superior to Cuba, or injections, and causes no inconveniences. Beware of imitations. Each tin contains heart the name. **SANTAL MIDY**. For Sale by A. R. Watson & Co., Chemists.

## THOMAS' HOTEL.

A FIRST CLASS HOTEL, most centrally situated; Well Furnished and Airy Bedrooms. Monthly Boarders accommodated on very Moderate Terms. For Particulars, apply to THE MANAGER.

Hongkong, August 1, 1904.

1413

## ENO'S A SIMPLE REMEDY FOR ALL 'FRUIT IMPURITIES' OF THE BLOOD. 'FRUIT SALT.'

'It is not too much to say that the merits of ENO'S 'FRUIT SALT' have been published, tested, and approved, literally from Pole to Pole, and that its cosmopolitan popularity to-day presents one of the most signal illustrations of commercial enterprise to be found in our trading records.'—*European Mail*.

CAUTION.—See Capsule marked ENO'S 'FRUIT SALT.' Without it you have a WORTHLESS IMITATION. Prepared only by J. C. ENO, Ltd., 'FRUIT SALT' WORKS, LONDON, ENGL., by J. C. ENO'S Patent. Sold by Chemists, &c., everywhere.

#### MAIL STEAMER DEPARTURES.

The following table is a chronologically arranged list of mail steamer sailings to Europe, America, Canada, and Australia. Coast ports, Manila, and Japan are not given, for steamers are constantly sailing for these ports. All the American steamers call at Japan, and the majority of the Australian boats call at Manila, and, in addition, to those vessels, special steamers run there. The departure of every steamer is subject to alteration. The P. & O. mails usually reach London in about 28 days, and the French and German in about 28 or 30 days.

#### EUROPEAN MAIL.

DEP.	STEAMER.	DESTINATION.	MAIL DUE LONDON ABOUT.	DUE.
Jan. 10	M. M. Dunbar	Marseilles	" 8	Feb. 14
" 14	P. & O. Malta	London	" 13	" 13
" 18	G. M. S. Roma	Marseilles	" 22	" 28
" 24	M. M. Australia	London	" 22	" 28
Feb. 1	P. & O. Carmandel	London	" 22	March 4
" 11	G. M. S. Bayern	Hamburg	" 14	" 14
" 15	P. & O. Simla	London	" 18	" 18
" 25	G. M. S. Zieten	London	" 28	April 1
" 25	P. & O. Chusan	London	" 28	April 1

#### CANADIAN MAIL.

DEP.	STEAMER.	DESTINATION.	DUE.
1905			
Jan. 11	C.P.R. Empress of China	Vancouver.	Feb. 1
" 25	do. Tactar	do.	Mar. 18
Feb. 8	do. Empress of India	do.	Mar. 28
March 8	do. Empress of Japan	do.	Apr. 28
" 15	do. Athenian	do.	" 19
" 29	do. Empress of China	do.	" 19
April 19	do. Empress of India	do.	May 10
" 26	do. Tactar	do.	" 31
May 10	do. Empress of Japan	do.	" 20
" 24	do. Athenian	do.	June 17

#### AMERICAN MAIL.

DEP.	STEAMER.	DESTINATION.	DUE.
1905			
Jan. 13	O. & O. Coptic	San Francisco	Feb. 10
" 20	P.M.S. Sierra	do.	" 21
Feb. 3	do. Mongolia	do.	Mar. 3
" 17	do. China	do.	" 17
" 23	do. Manchuria	do.	" 28
March 11	O. & O. Doric	do.	Apr. 8
" 24	do. Korea	do.	" 21
April 4	do. Coptic	do.	May 2

#### AUSTRALIAN MAIL.

DEP.	STEAMER.	DESTINATION.	DUE.
1905			
Jan. 11	E. & A. Australian	Sydney.	Feb. 1
" 20	C. N. Taiwan	do.	" 15
Feb. 3	N. P. L. Prinz Waldemar	do.	Mar. 1
" 11	C. N. Taiwan	do.	" 5
Mar. 8	N. D. L. Prinz Sigismund	do.	" 29
" 15	E. & A. Eastern	do.	" 29
Apr. 5	N. D. L. Prinz Sigismund	do.	May 10
" 17	E. & A. Eastern	do.	" 24
May 8	N. D. L. Prinz Sigismund	do.	June 21

#### Intimations.

**A CHOO & CO.,**  
39, DES VOUX ROAD, CENTRAL.  
GENERAL STOREKEEPERS,  
AND  
COAL MERCHANTS.  
HAVE always on hand an Ample Stock. Supplies executed at shortest notice. Well-directed Steam-launches kept for Picnic parties and for Towing purposes. PRICES VERY MODERATE. TELEPHONE NO. 100. Hongkong, December 1, 1904. 1791

**KWONG TY CHEONG,**  
Late of No. 47, QUEEN'S ROAD CENTRAL.  
CHINESE & JAPANESE CURIO DEALER.  
PRICES VERY MODERATE.  
8, D'AGUIAR STREET, HONGKONG.  
Hongkong, October 20, 1904. 1886

**QUONG HING LUNG,**  
FIRST-CLASS  
Tailor and Outfitter.  
30 YEARS' EXPERIENCE IN U.S.A.  
UP-TO-DATE CUTTER.  
PERFECT FIT GUARANTEED.  
FANCY GOODS DEALER.  
PRICES VERY LOW.  
No. 96, Queen's Road Central, Hongkong.  
Hongkong, September 14, 1904. 1665

**WING FAT,**  
IMPORTER AND EXPORTER  
AND  
SILK MERCHANT.

JEWELLERY DEALER AND GOLD AND SILVERSMITH.

HAS always on hand a Specially Selected Assortment of every kind and pattern of Chinese Manufactured SILKS, CURIOS, IVORY WARES, and best quality of China Grass Cloth and Chinese Embroideries. Also Best kind of Manila Cigars. Inspection is cordially solicited. Prices very low.  
No. 66, QUEEN'S ROAD CENTRAL, Next Door to Chinese Club, Hongkong, November 1, 1904. 1935

**CARMICHAEL AND CLARKE,**  
CONSULTING ENGINEERS AND SHIPBUILDERS.

**SURVEYORS AND CONTRACTORS.**  
REPAIRS PROMPTLY ATTENDED TO.  
TELEGRAMS: 'CARMICHAEL,' HONGKONG.  
A. B. O. Code, 4th Edition.  
A. I. Code.  
Lieber's Standard Code.  
TELEPHONE, 232.  
Hongkong, March 14, 1903. 583

**THE 'WAVERLEY,'**  
NO. 34, QUEEN'S ROAD CENTRAL (Opposite the Post Office).  
First-class Boarding Establishment.  
Large Airy Well-Furnished Rooms.  
Table d'Hôte at Separate Tables. Cuisine under the direct supervision of the Proprietrix. Moderate Terms.  
Hongkong, December 5, 1904. 2193

**TANG YUEN.**  
BOARDING ESTABLISHMENT.  
Splendid View of Harbour.  
No. 18, MACDONNELL ROAD.  
Under European Management.  
Apply at the House, or  
At FAIRALL & CO., Opposite Hongkong Hotel.  
Hongkong, June 10, 1903. 97

**BOARD AND RESIDENCE.**  
**'KILLADOON,'**  
ON North Spur of MORRISON HILL—151, WANCHAI ROAD.—Large Airy and Well-furnished Double and Single Rooms with full view of the Harbour. With or without board.  
For Terms, apply on the Premises, to Mrs. C. S. WEBB.  
Hongkong, July 20, 1904. 133

**ZETLAND HOUSE.**  
SUPERIOR ACCOMMODATION.  
(Opposite Commercial House).  
No. 10, QUEEN'S ROAD CENTRAL.  
MODERATE CHARGES.  
Mrs. WATLING, Proprietress.  
Hongkong, July 27, 1904. 1374

**A RAMBLE THROUGH SOUTHERN FORMOSA.**  
By G. TAYLOR, I. M. Customs.  
With Woodcuts.  
[Reprinted from the *China Review*.]  
One of the Best Sketches of Formosa Life yet written.  
Price ... \$1.00.  
'China Mail,' Office, 5 Wyndham Street Hongkong.

**TRY OUR FRESH XMAS CAKES.**

**MADE from the Best of Ingredients and Pure Fresh AUSTRALIAN BUTTER**  
in 1lb, 2lb, 3lb, and of other sizes made to order by giving previous notice.  
Yearly increasing sale is the sufficient guarantee of their superiority.  
All Orders will be carefully attended to.  
H. RUTONJEE,  
No. 5, D'Aguiar Street, Hongkong.  
37 & 38, Elgin Road, Kowloon.  
Hongkong, December 19, 1904. 1487

#### His Britannic Majesty's Ships on the China Station.

Name.	Class.	Tons.	Guns.	H.P.	Captain.	Last reported at.
Alcester	despatch-vice	1700	12	8000	Comdr. Richard M. Harbord	Hongkong
Albion	battle-ship, 1st class	12,850	42	15,500	Captain Sydney R. Fremantle	Hongkong
Albatross	cruiser, 1st class	10,000	16	16,000	Capt. Charles W. H. O'Connell	Whampoa
Amphitrite	cruiser, 1st class	11,000	18	16,500	Capt. R. R. Cunningham	Whampoa
Andromeda	gunboat, 1st class	710	6	1300	Lieut.-Comd. O. M. Makins	Hongkong
Centurion	gunboat, 1st class	10,500	14	13,000	Lieut.-Comd. T. D. Pratt	Hongkong
Cressy	cruiser, 1st class	12,000	14	21,000	Captain Fegen	Singapore
Cherub	water tank and tug	320	—	—	Captain Henry M. Tudor	Singapore
Esperance	cruiser, 3rd class	1070	10	1400	Comdr. Ernest Barton	Hongkong
Esperance	battle-ship, 1st class	12,850	42	15,500	Lieut.-Comd. Asser	Hongkong
Esperance	cruiser, 1st class	10,000	16	16,000	Comdr. P. V. Lewis, D.S.O.	Singapore
Esperance	gunboat, 1st class	710	6	1300	Captain Hon. Walter G. Stopford	Hongkong
Esperance	gunboat, 1st class	10,500	14	13,000	Reserve	Hongkong
Esperance	gunboat, 1st class	10,500	14	13,000	Captain Shortland	Hongkong
Esperance	gunboat, 1st class	10,500	14	13,000	Lieut.-Comd. F. M. Rindero	Hongkong
Esperance	gunboat, 1st class	10,500	14	13,000	Captain W. B. Fawcett	Hongkong
Esperance	gunboat, 1st class	10,500	14	13,000	Lieut.-Comd. A. Gregory	Hongkong
Esperance	gunboat, 1st class	10,500	14	13,000	Lieut.-Comd. O. P. Metcalfe	Yangtze
Esperance	gunboat, 1st class	10,500	14	13,000	Lieut.-Comd. E. B. Noble	Hongkong
Esperance	gunboat, 1st class	10,500	14	13,000	Captain T. G. Great	Hongkong
Esperance	gunboat, 1st class	10,500	14	13,000	Reserve	Hongkong
Esperance	gunboat, 1st class	10,500	14	13,000	Commodore John Nicholas	Hongkong
Esperance	gunboat, 1st class	10,500	14	13,000	Comdr. C. E. Moore	Lebanon
Esperance	gunboat, 1st class	10,500	14	13,000	Lieut.-Comd. R. E. Vaughan	West River
Esperance	gunboat, 1st class	10,500	14	13,000	Comdr. Vivian	Singapore
Esperance	gunboat, 1st class	10,500	14	13,000	Lieut.-Comd. H. T. Atay	West River
Esperance	gunboat, 1st class	10,500	14	13,000	Capt. O. H. H. Moore	Shanghai
Esperance	gunboat, 1st class	10,500	14	13,000	Lieut.-Comd. Davidson	Yangtze
Esperance	gunboat, 1st class	10,500	14	13,000	Lieut.-Comd. C. M. Duff	Hongkong
Esperance	gunboat, 1st class	10,500	14	13,000	Commodore Dicken	Hongkong
Esperance	gunboat, 1st class	10,500	14	13,000	Lieut.-Comd. K. V. Dugmore	Yangtze
Esperance	gunboat, 1st class	10,500	14	13,000	Capt. J. A. O. Wilkison	Singapore
Esperance	gunboat, 1st class	10,500	14	13,000	Lieut.-Comd. R. H. Kato	Hongkong
Esperance	gunboat, 1st class	10,500	14	13,000	Capt. Leslie Stuart, C.M.G.	Mira Bay
Esperance	gunboat, 1st class	10,500	14	13,000	Comdr. S. St. John Farquhar	Singapore
Esperance	gunboat, 1st class	10,500	14	13,000	Reserve	Hongkong
Esperance	gunboat, 1st class	10,500	14	13,000	Comdr. Ernest J. Hardy	Hongkong
Esperance	gunboat, 1st class	10,500	14	13,000	In Reserve	Hongkong
Esperance	gunboat, 1st class	10,500	14	13,000	Lieut.-Comd. O. W. Wrightson	Upper Yangtze
Esperance	gunboat, 1st class	10,500	14	13,000	Lieut.-Comd. Wason	Upper Yangtze

\* Flag of Admiral Sir Gerard H. Noel, Commander-in-Chief.  
† Flag of Rear-Admiral the Hon. A. G. Curzon-Howe, C.B., J.C.M.G.

#### Foreign Men-of-war on the China and Japan Station.

Name.	Flag and Description.	Tons.	Guns.	H.P.	Captains.	
Aspern	Austro-Hungarian cruiser	2437	20	7300	Capt. Friedrich Grunzberger	Singapore
Kaiserin Elisabeth	Austro-Hungarian cruiser	4000	23	8000	Captain Mirtl	Shanghai
Achéron.	French armoured gunboat	1796	10	1700	Comdr. Lafferiere	Saigon
Alouette	French gunboat	300	7	400	Lieut. A. Varney	Saigon
Argus	French gunboat	475	4	550	Lieut. Jonrac	Canton
Aspie	French gunboat	140	5	150	—	Saigon
Avalanche	French gunboat	580	6	400	—	Haiphong
Bengali	French gunboat	3740	29	9000	Capt. Ledvre	Saigon
Bugatti	French cruiser	140	5	150	—	Haiphong
Casse-tête	French gunboat	8018	18	17,000	Captain V. Poidine	Woussing
Châteaufort	French gunboat	596	4	438	Commodore L'Est	Haiphong
Comète	French gunboat	690	10	900	Commander Local	Saigon
Decade	French gunboat	4000	31	8500	—	Haiphong
D'Asses	French gunboat	350	7	303	Lieut. Jehonne	Haiphong
Eclair	French gunboat	9376	36	20,200	—	Shanghai
Fronde	French cruiser	307	7	300	Lieut.-Comdr. Besusant	Haiphong
Gueydon	French gunboat	1250	8	2200	Commander Le Gollon	Shanghai
Henri Rivière	French gunboat	9700	12	18,600	Captain Oros	Haiphong
Javeline	French cruiser	350	7	300	Lieut. de Van Prat	Haiphong
Kersaint	French torpedo-boat	4015	27	8500	Capt. Hourst	Haiphong
Montcalm	French cruiser	9437	8	6071	Comdr. Sarnes	Haiphong
Mosquet	French torpedo-boat	1796	10	1700	Lieut. de Woerh	Saigon
Pascal	French gunboat	9856	20	20,000	Capt. Vincent	Shanghai
Piedalet	French cruiser	629	2	900	Captain Guiberteau	Shanghai
Redoutable	French gunboat	6150	23	4560	Lieut. Hoigue	Shanghai
Skyr	French gunboat	125	7	500	Captain Blondel	Yangtze
Sully	French gunboat	—	—	—	Lieut. Orel	Hongay
Surprise	French gunboat	1857	15	2900	Comdr. Huss	Haiphong
Takhang	French gunboat	11,000	36	14,000	Captain Prowe	Saigon
Vauban	French gunboat	1776	15	2980	Comdr. von Staudits	Shanghai
Vigilante	French gunboat	8230	24	10,000	Capt. Weber	Singapore
Bismarck	German cruiser	8500	27	10,000	Capt. Baron Schmelzmann	Nanking
Goer	German gunboat	1000	10	1300	Comdr. Baron von M. Hilleseum	Shanghai
Hansa	German gunboat	300	10	1300	Comdr. Wilbrandt	Hongkong
Hertha	German gunboat	350	10	1344	Comdr. Kroenke	Manila
Ilia	German gunboat	1000	8	875	Comdr. von Grumbkow	Shanghai
Jaguar	German gunboat	1640	15	2500	Comdr. Parsius	Shanghai
Lucia	German gunboat	2630	24	3000	Captain Voh	Shanghai
Möve	German gunboat	900	10	1300	Comdr. Deimling	Canton
Scander	German gunboat	170	5	1300	Comdr. Giebler	Shanghai
Thetis	German gunboat	—	3	500	Lieut. Schaff	Shanghai
Tiger	German gunboat	2300	10	7471	Captain Borea Ried	Shanghai
Tsingtau	German gunboat	3600	29	7000	Captain Presbitero	Shanghai
Vorwaer	German gunboat	2498	29	7000	Capt. Pasotto	Shanghai
Elia	Italian cruiser	1960	14	4000	Captain d'Antas Ribeiro	Hongkong
Marco Polo	Italian cruiser	720	20	6000	Capt. Manuel Vasco de Carvalho	Hongkong
Paglia	Italian cruiser	810	6	730	Comdr. Gaint	Vladivostok
Adamastor	Portuguese cruiser	2300	27	4700	Comdr. Gramatichieff	Port Arthur
Di	Portuguese gunboat	8000	27	24,000	Capt. Reitzenscheit	Port Arthur
Vasco da Gama	Portuguese cruiser	1050	8	1150	Comdr. Erjickovitch	Port Arthur
Alcaot	Russian gunboat	6840	12	19,500	Comdr. Narowsky	Saigon
Amar	Russian cruiser	8731	6	8000	Capt. Nasarowsky	Port Arthur
Ankold	Russian cruiser	1458	3	1700	Comdr. Khoroff	Port Arthur
Bayan	Russian gunboat	1493	9	3500	Comdr. Khorovskiy	Port Arthur
Bobro.	Russian gunboat	12,364	44	14,600	Captain Jenson	Vladivostok
Bogatyr	Russian gunboat	1000	8	1000	Comdr. Shumoff	Shanghai
Diana	Russian gunboat	1228	7	1400	Commander Crown	Shanghai
Drikhli	Russian gunboat	3000	6	17,000	Comdr. Yasileff	Shanghai
Gaidamak	Russian gunboat	1490	8	2000	Captain Karloff	Port Arthur
Gromiatshy	Russian gunboat	12,364	44	14,600	Captain Jenson	Port Arthur
Gromobol	Russian gunboat	1000	8	1000	Comdr. Shumoff	Vladivostok
Guliak	Russian gunboat	1228	7	1400	Commander Crown	Shanghai
Mandjour	Russian gunboat	3000	6	17,000	Comdr. Yasileff	Shanghai
Norik	Russian gunboat	1490	8	2000	Captain Karloff	Port Arthur
Otravny	Russian gunboat	12,364	44	14,600	Captain Jenson	Port Arthur
Petrovskiy	Russian gunboat	1000	8	1000	Comdr. Shumoff	Shanghai
Petrovskiy	Russian gunboat	12,364	44	14,600	Captain Jenson	Shanghai
Pobeda	Russian gunboat	10,960	16	16,000	Captain Zetarsoff	Shanghai
Poltava	Russian gunboat	1334	10	1785	Comdr. Liven	Shanghai
Rashchynsk	Russian gunboat	12,902	16	16,000	Captain Sapozhnikov	Shanghai
Razin	Russian gunboat	12,300	68	17,000	Capt. Matrosov	Shanghai
Rossia	Russian gunboat	10,960	16	16,000	Captain Zetarsoff	Shanghai
Rurik	Russian gunboat	10,960	16	16,000	Captain Zetarsoff	Shanghai
Sevastopol	Russian gunboat	950	3	1125	Captain Zetarsoff	Shanghai
Silash	Russian gunboat	950	3	1125	Captain Zetarsoff	Shanghai
Vasank	Russian gunboat	950	3	1125	Captain Zetarsoff	Shanghai
Zabiyanka	Russian gunboat	1230	15	1194	Captain Zetarsoff	Shanghai
Albany	U. S. cruiser	3769	23	7500	Capt. Dyer	Cavite
Annapolis	U. S. gunboat	1000	12	1227	Capt. Eicher	Shanghai
Bainbridge	U. S. torpedo-boat destroyer	420	7	8000	Lieut. G. Williams	Manila
Barry	U. S. torpedo-boat destroyer	420	7	8000	Lieut. Irwin	Manila
Callao	U. S. gunboat	278	10	600	Lieut. Desmaker	Hongkong
Chamorro	U. S. torpedo-boat destroyer	420	7	8000	Lieut. B. P. Jessop	Manila
Cincinnati	U. S. cruiser	3213	15	7500	Comdr. Hugo Guerin	Manila
Dale	U. S. gunboat	420	7	8000	Lieut. H. E. Arnold	Manila
Decatur	U. S. torpedo-boat destroyer	420	7	8000	Lieut. A. W. Knox	Manila
Elcano	U. S. gunboat	660	10	6000	En.-Comdr. J. H. Hood	Shanghai
Helena	U. S. gunboat	1592	8	1888	Comdr. P. E. Sawyer	Manila
Hamden	U. S. gunboat	3990	6	3000	Captain Mahan	Shanghai
Marathon	U. S. gunboat	4084	4	5244	Comdr. J. B. Milten	Shanghai
Menzies	U. S. gunboat	4084	4	5244	Comdr. J. B. Milten	Shanghai
New Orleans	U. S. cruiser	20,000	20	7500	Commander G. R. Harbo	Manila
Oregon	U. S. cruiser	10,385	45	11,111	Captain Burwell	Shanghai
Panama	U. S. gunboat	301	3	250	Ensign J. E. Bass	Cavite
Panama	U. S. gunboat	301	3	250	Capt. Bennett	Cavite
Panama	U. S. gunboat	4000	14	—	Capt. J. B. Collins	Manila
Panama	U. S. gunboat	3213	15	7500	Comdr. H. E. Arnold	Manila
Panama	U. S. gunboat	4084	4	5244	Captain Verry	Manila
Panama	U. S. gunboat	1000	12	1227	Commander Marshall	Shanghai
Panama	U. S. gunboat	947	3	500	Lieut. H. A. Wiley	Shanghai
Panama	U. S. gunboat	1397	8	1894	Commander A. W. Dodd	Manila
Panama	U. S. gunboat	13,000	50	12,000	Captain Clover	Shanghai



## TANSAN

NATURAL MINERAL WATER

BOTTLED AT THE SPRINGS

AT TAKARADZKA

BY

J. CLIFFORD-WILKINSON,

KOBE, JAPAN.

For Case of 48 Bottles..... \$6.50  
For Case of 100 Bottles..... \$8.00

A N invigorating Sparkling Tonic Table Water either taken by itself or mixed with Wines, Spirits, Stout or Milk, invigorating in Lassitude and debility so common throughout the East.

Its curative properties in Gout, Dyspepsia, Rheumatism, Anemia can be testified to by cases that have derived great benefit by its use from time to time.

## 'NIWO'

A NATURAL

MEDICINAL WATER.

This Water, besides being aperient, contains a large proportion of Equisetum Salts, which property commands its use before any other Mineral Water.

FOR CONSTIPATION. Take a tumbler hot half-an-hour before rising.

FOR GOUT. Take half a tumbler full half-an-hour after meals and before retiring.

FOR HEARTBURN, OR FLATULENCY. Take half a tumbler.

FOR AN UNHEALTHY COMPLEXION. Take a tumbler full before rising and retiring.

\$ 9.00 a case of 48 Quarts.

2.00 a Dozen Bottles.

E. PRICE &amp; CO.,

12, QUEEN'S ROAD,

SOLE AGENTS FOR HONGKONG.

Hongkong, January 8, 1905.

## WM. POWELL,

LIMITED.

ALEXANDRA

BUILDINGS.

FURNISHING

DEPARTMENT:

NEWEST DESIGNS IN

Winter Curtains,

Upholstering

Tapestries,

Velvets and

Plushes.

CARPETS,

CARPETS,

CARPETS.

WILTON, BRUSSELS,

KIDDERMINSTER,

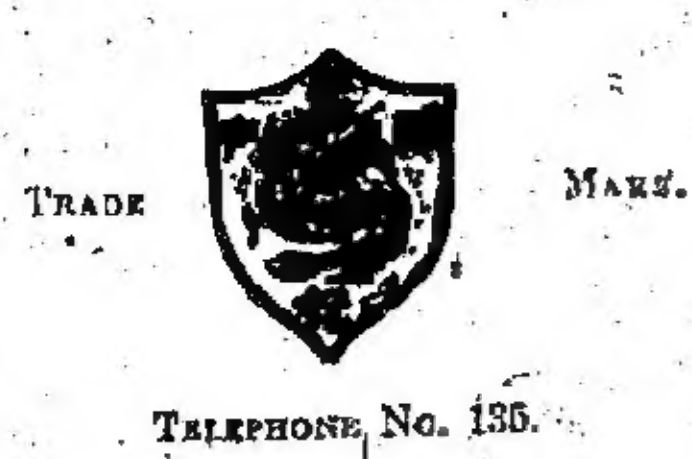
AXMINSTER AND

TAPESTRY.

WILLIAM POWELL,

LIMITED,

HONGKONG.



THE MOST POPULAR

GIN

IN THE COLONY.

D. C. L.

OLD TOM

AND

DRY

\$8.50 PER DOZEN.

H. PRICE &amp; CO.,

12, Queen's Road Central,

SOLE AGENTS.

MEMOS. FOR TO-MORROW.

Auction.

11.30 a.m.—Auction of Manilla Cigars, at 31st Geo. P. Lammert's Sales Rooms.

General Memoranda.

WEDNESDAY, January 11:—

9 p.m.—Meeting of the Kowloon Pigeon Club at Kowloon Hotel.

THURSDAY, January 12:—

2.30 p.m.—Auction of Household Furniture, &amp;c., within his residence in Austin Road, Kowloon.

SATURDAY, January 14:—

Register of Shares of The Hongkong Land Reclamation Co., Ltd., close from this date to the 18th inst. inclusive. Goods per *Indra* not cleared on this date subject to rent.

SUNDAY, January 15:—

Goods per *Bayling* undelivered after this date subject to rent.

MONDAY, January 16:—

3 p.m.—Auction of Crown Land at the Public Works Department's Office. Goods per *Oro* undelivered after this date subject to rent.

WEDNESDAY, January 18:—

11.30 a.m.—Meeting of The Hongkong Land Reclamation Co., Ltd., at the Company's Office.

A. S. WATSON  
& Co., Ltd.

ESTABLISHED A.D. 1841.

WINE &amp; SPIRIT MERCHANTS.

E

BLEND

VERY OLD LIQUEUR

SCOTCH

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VERY FINE OLD VINTAGE MANY YEARS IN BOTTLE.

A CHOICE AFTER-DINNER WINE.

A. S. WATSON & CO.,  
LIMITED,

WINE AND SPIRIT MERCHANTS.

ALEXANDRA

BUILDINGS.

## BIRTH.

FOCKEN.—On the 8th January, at Woonam, Dos Vieux Road, Kowloon, the wife of CHAS. F. FOCKEN, of a Son.

## DEATH.

JAMISON.—At the King Edward Hotel, on the 9th January, Sir JOHN WAT, aged 14 months, beloved and only son of ROLLA Gertrude and John Watt Jamison.

## NOTICE TO CORRESPONDENTS.

All business communications for this office should be addressed to THE MANAGER.

Communications intended for publication should be addressed to THE EDITOR, and not to any person by name.

We cannot undertake to return rejected communications.

Any communication not accompanied by the signature of the writer will be rejected without consideration.

All communications must be legibly written upon one side of the paper.

Telephone No. 22.

## The China Mail.

HONGKONG, MONDAY, JANUARY 9, 1905.

## AFTER THE WAR.

## III.

In the future settlement of Far Eastern affairs Germany is likely to be the most troublesome partner to deal with, and from the outset of the war the Japanese have had the clear-sightedness to discern this unmistakably. Germany has more than once compared herself—at least negatively—to Cinderella, and to a certain extent she has been one for a century. At least, this, however, is not a state of affairs which can be imputed as a fault to Great Britain, France, Russia, America, or any other of the more energetic powers. We can well remember the sleepy, stolid, impractical condition of Germany forty years ago. Putting aside the pretensions of Prussian Junkerdom, the visitor to Germany found a harmless, quiet, submissive, and humble people with more time on their hands than they could manage. Now, all this is changed, and the poring studies of a century have been utilized with feverish energy for the systematic extraction of practical results. In other words, Germany has become an aggressive nation in every sense. German thoroughness extends to business and pleasure, as well as to philosophical research now. In commerce Englishmen and Americans have their work fully cut out to keep pace with their persistent German rivals. In modern Berlin sensuousness and luxury are cultivated with a *savvy* which might put Paris itself to the blush. After being bullied by other powers for so long, it is scarcely to be wondered at that the newly-asserted German manhood should keenly manifest itself. Making every allowance for her necessities and difficulties, we must admit that she has failed to husband some of her moral resources, and the tale of her blunders during the past ten years certainly justifies the great suspicions which are entertained of her motives. It is difficult (as Mr. Gladstone once said of Austria, but changing the last word) to point to any act and say: "There Germany did generously." Under all these circumstances it can hardly be a matter for wonder that both the British Government and the British people have instinctively felt that their account lies better in a simple and straightforward alliance with Japan than in a complicated and disjointed system of puzzle agreements with Germany. That we have had serious differences with France is unfortunately true, but now that, thanks in great measure to the tact and sagacity of King Edward, they are, as may well be hoped, a thing of the past, it is impossible not to ask "why could they not have been thus amicably arranged before?" and at the same time not to suspect that these misunderstandings from first to last may have always or at least occasionally been assiduously fed up and nurtured by German diplomacy.

In Prince Bismarck's time such things were worked with greater subtlety, but the unskillful manoeuvring in connection with the attempt to discredit Lord Pauncefote and to sow ill-will between Great Britain and the United States presents suspicion in a light nearer approaching certainty. Whatever hostile sentiments may have at times existed (or been fanned into existence) between France and Great Britain there has always, in these islands, even when popular passion was at its highest, been a strong under-

current of sympathy with that impulsive and warm-hearted country.

Though at this moment the logical good sense of the French people cannot see its way to approve enthusiastically all the *démarches* of its ally in the Far East, and though Germany is manifestly using this fact in order to prove to Russia (for a consideration) how superior as a friend and counsellor Short really is to Codlin, it is quite certain that the gallant and high-spirited sentiment of France will never do anything in the faintest degree resembling desertion of, or hurling against, her ally in the time of her ally's distress, nor, anxious as every right-thinking Briton is for the friendship of France, is there a single honourable Englishman who would for a moment underhandedly encourage France to neglect her ally for the benefit of our own ally or for ourselves.

And it is highly probable that the chivalrous statesman who is now at the head of the French Foreign Office feels equally that we can be trusted to do nothing ungenerous to Russia when the urgencies of war and the indiscretion of local agents appear to place Russian action against our commerce in an invidious light. It should rather be the aim of England and France combined to throw oil upon the troubled waters, and endeavour to bring Russia round to a peace with honour which will not be unfair to our brave allies.

The German Press has been industriously proclaiming that Great Britain and the United States draw the chief advantage from the weakening of Russia and the destruction of the Russian Fleet. As a matter of fact, no two nations are more anxious that the war should be brought to an honourable close; and, indeed, it is absolutely and solely to the advantage of Germany that the war should go on. The more Russia weakens and impoverishes herself in the Far East, the less threatening must be the menace on Germany's east frontier in the event of European complications; the easier will it be for Germany to throw her sword in the Pan-German scale when the inevitable crisis in the Austrian monarchy takes place; the stronger pressure Germany will be able to put on the Sultan, in order to forward German aims in Asia-Minor, Syria, and Mesopotamia; the freer hand German fleets will have in the Baltic; the more Denmark and the Sound will be at the mercy of Germany; and the better chance Germany will have of forestalling Russia in the Mediterranean. The more money Germany lends to Russia the more Russia will be tempted to hamper herself in German toils; the weaker, in view of secret preferences and understandings, will be the financial position of the French bondholders. The manner in which Germany greeted the new Cunard arrangement with the Hungarian Government has more in it than the Anglo-French Press has yet discovered. For long tentacles have been stretched out towards Fiume and Trieste with the object of first establishing preponderant commercial interests there, and secondly of ultimately securing the dockyards and building yards of the Adriatic, and thus driving a Pan-German wedge past the Slavs, between the Hungarian and Italian interest into the Mediterranean.

When the Pan-Slavs and Pan-Germans are at daggers-drawn over the remains of the Austro-Hungarian Empire, the Hungarians will be in a parlous way unless they secure their back-door by the sea. Hence it is a vital Hungarian interest of the very first magnitude to cultivate, as much as possible, the most powerful British shipping interests with their threatened state. The objectionable part of German aspirations is that they all have a predatory after-taste about them. If Germany is behind hand in her colonies, it is only her own secular apathy she has to blame. Such colonies as she has, she can do nothing with: for example her African colonies, New Guinea, and the *Caroline*.

German drill-master methods will never succeed with the Chinese, apart from the fact that Great Britain, Japan, and the United States intend to reserve all their interests in Shantung. Morocco is now closed. South America and the West Indies are barred; The Spanish colonies have been appropriated. The Portuguese colonies would be unsafe, but there is Great Britain to reckon with. The wreck of the Turkish Empire and the Dutch Colonies are the only pickings in immediate prospect. But the German fleet is three there, and it

is increasing. That it is directed specially against any one power is scarcely likely in the present floating stage of political matter. But if we are to pay serious attention to the mutings and ravings of the Pan-German press, that fleet will be used with equal readiness against France, England, America, Russia or Holland, according to which way the future political cat may jump at the psychological moment. In a word, though war is now raging, none of these powers have much to fear from the ill-will or the ambition of either combatant. It is the apostle of peace, the man who is so sensitive on point of right, who clouds the horizon.

E. H. PARKER.

A correspondent signing himself 'A member of the Chinese Community' is reminded that we cannot insert a letter without the name of the writer is sent in as an evidence of good faith.

## LOCAL AND COAST NEWS.

It is reported that the Dalai Lama has reached St. Petersburg.

The German Mail of the 7th December was delivered in London on the 6th Jan.

The Nagasaki Hotel, having been completely overhauled, was reopened on the 23rd ult.

The census taken on the 31st of December 1903 put the total population of Japan at 43,326,195.

We have received from the Ostasiatische Handels-Gesellschaft, agent for the National Assurance Company of Ireland, a useful calendar for 1905.

The employees on the Hakodate Dockyard Co. have collected among themselves the sum of 40 yen, which they have sent to the Hull Fishermen's Relief Fund.

The Band of the *Turk Bismarck* will give an orchestral concert at the City Hall to-night, commencing at 9.15 p.m. The last performance of the Band here was listened to by a large audience and was an excellent performance.

## A Newspaper for Sale.

The *Japan Herald*, Yokohama, as a going concern, with presses, type, etc., was offered for sale recently by Mr. J. W. Hall. Bidding started at yen 10,000 and rose to yen 12,000, at which point the sale was deferred to a later hour. No other offer having been then received and the vendors declining to accept the last bid, which was below the reserve, the sale was closed.

## The Hongkong Volunteer Reserve Association.

At Saturday's practice 43 members were present. At the 400 yards range, with a possible score of 35, the members scoring 20 or over were as follows:—

May, F. H. 33, 28; Scott, C. E. 33, 32, 30, 23, 23, 26; Gibbs, L. 20, 21, 21, 24; Robertson, H. W. 27, 25; Winterburn, W. G. 23, 21; Gompertz, H. H. 23, 21; Cameron, A. 30, 24; Dr. Cook, 29, 24, 24; Ormiston, E. 24, 21; Shepherd, E. B. 31, 23; Geddis, H. J. 21; Terry, E. W. 23, 12; Goodfellow, Wm. 30, 20; Wilkinson, C. D. 27, 27; Sykes, H. 31, 29; Lewis, L. S. 27, 24, 24; Hastings, G. A. 20, 23; Brett, C. W. 32, 28, 26; Goddard, F. D. 20; Davis, W. H. T. 23, 22; Dobbs, W. 23, 23; Owen Hughes, J. 25, 24, 21, 21; Gow, J. O. 32, 20, 28, 21; Buysse, C. B. 25, 25; Capt. Barnes-Lawrence, M. S. 23, 22, 20; Grist, E. G. 23, 25; Brown, A. 39, 29; Finckley, H. 29, 29; Fraser, I. W. 27, 23; Beavis, C. E. H. 23; Slade, H. W. 23; Graham, W. D. 24, 24; Goldsmith, H. E. 24. The next practice will take place on Saturday, January 21, at King's Park Range from 2 to 5 p.m.

STEARN'S HEADACHE CURE can be obtained from all Dispensaries (quickly by post). Give instant relief. Imitations. Keep the Genuine handy.

## WEATHER REPORT.

The following notice is issued by the Hongkong Observatory:—

On the 8th at 11.25 a.m. The barometer has risen in northern Japan and has fallen at nearly all other stations. Gradients are slight upon the coasts of China, and light NE monsoon will prevail in the Formosa Channel and in the northern part of the China Sea.

Forecast:—Moderate E to NE winds, cloudy, fair.

## ZINC OIL TOOTH POWDER, a perfect

antiseptic dentifrice, cleanses and preserves the teeth,—very refreshing.

A TELEGRAM from Cedarhurst (Georgia) says that a negro who assaulted a girl of 13 there was seized by the mob and shot; the body being afterwards burned in a public square.

## RELIEF AFTER SIX YEARS.—Mrs

M. A. Clark, of Tisbury (Hampshire), writes: "I wish to inform you of the wonderful benefit I have received from your valuable medicine. I suffered from a severe cough for six years and obtained no relief until I took Chamberlain's Cough Remedy. One bottle cured me and I am thankful to say that I have never had the cough since. Make any use of this letter that you like for the good of any other poor sufferers." For sale by All Dealers; WARRIS & Co., Ltd., General Agents.

## BY TELEGRAPH, BY TELEGRAPH.

[CHINA MAIL'S EXCLUSIVE SERVICE.]  
[SUPPLIED BY REUTERS, THE HONGKONG.]  
[Received on January 7, at 8.45 p.m.]

## RUSSIA'S INTERNAL TROUBLES.

## THE REVOLUTIONARY MOVEMENT.

## Insecurity of Personal Safety.

LONDON, January 7.

The Editors of a large number of Russian newspapers have forwarded to organs which support the revolutionary movement, and which are published on the Continent, signed accounts of the brutal excesses committed in St. Petersburg by the police while they were suppressing the recent demonstrations made by the students.

The signatories declare that the events chronicled are calculated to completely destroy the illusions of the existing regime, even the most elementary guarantees of personal safety.

[REUTERS'S SERVICE.]

LONDON, January 7.

## THE UNITED STATES AND VENEZUELA.

The United States have sent a sixty days ultimatum to Venezuela notifying that if the United States and the European claims are not fulfilled, Admiral Dewey with a strong squadron will seize La Guaira, Puerto Carabobo and send a force to Caracas.

## THE SUEZ CANAL RATES.

The statement made by Reuters's correspondent at Cairo that the Suez canal rates were to be reduced has no foundation.

## UNITED STATES STEAMSHIP SUBSIDIES.

The Washington House and a joint commission of representatives have reported recommending annual subsidies of \$200,000 for a monthly service, and \$120,000 for a fortnightly 16 knot service from the Pacific coast to Japan, China and the Philippines; or \$242,000 and \$284,000 respectively for a 13 knot service.

## PUNISHING THE GENDARMY.

Owing to the brutality displayed in suppressing the recent demonstration in Moscow the Municipality has suspended the pay of the Gendarmy until the persons responsible are punished.

## BY WHARF AND WAVE.

The arrival of the British steamer *Lord Antrim* at Manila, with coal, has caused some comment. It is thought she is on her way to Vladivostok.

The decision of the Court of Inquiry which investigated the sinking of the *Knight of St. George* on the one-fathom patch of the Kent Rocks, early on Nov. 23, is that Alexander Putnam was alone responsible for the occurrence, which might have been avoided by the exercise of due care in the navigation of the vessel.

The transport *Dix* put back to Manila after leaving there on the 28th December for Nagasaki, Captain Ankers of the transport reported 6 days of the roughest weather he ever experienced. The *Dix* had very little cargo on board and was comparatively at the mercy of the elements. Off the coast of Formosa in particular the seas attained such dimensions and the weather became so violent that the captain deemed it the wisest plan to turn back to this port. When the *Dix* resumes her trip she will have 1200 tons of coal on board for Nagasaki as ballast, and will be better able to cope with the almost continuously rough weather that obtains off the Formosan coast.

## The Missing 'Legaspi'.

Although the owner of the *Legaspi* publicly states that he has given up all hope of ever seeing the boat again, there is a strong minority on the water front who hold a different opinion, says the *Manila Bulletin*. In these unsettled days, when the Japanese and Russian fleets seem to be omnipresent from Kamchatka to the Straits of Malacca, and rumours affecting other steamers at present in the harbor are discussed everywhere, many—that it is at least possible that the captain and crew of this *Legaspi*, dazzled by the tempting financial reward in prospect, may have unanimously voted to run the boat for Nagasaki as ballast, and will be better able to cope with the almost continuously rough weather that obtains off the Formosan coast.

To an outsider the evidence that the steamer is at the bottom of the ocean does not seem to be all conclusive, in view of the fact that no wreckage has been found in a comparatively well-travelled body of water, and also in consideration of the fact that abnormal circumstances exist at present in adjacent waters, which might easily lure an adventurous young skipper in search of fame and financial success.

STEARN'S WINE assists the body to make use of Nature's nourishment. Thus it cures—Increases weight and strength.

## THE RUSSO-JAPANESE WAR.

## PRISONERS AT PORT ARTHUR.

## ARTHUR.

Russian Generals Prefer Captivity to Inertness.

Tokio, January 8, 5.30 p.m.

General Nogi reported on Sunday that the delivery of the prisoners under the capitulation was completed on Saturday, and that the total number was 878 officers and 33,491 men, whereof 441 officers and 239 orderlies so far gave parole.

Generals Fook, Smirnov, Gorbatsky and Admiral Willmann preferred to be sent to Japan as prisoners; while General Stoessel leaves Dainy on the 12th inst., homewards.

## THE LIAOTUNG BLOCKADE RAISED.

## Port Arthur Still Closed.

Tokio, January 7, 4.46 p.m.

In view of our occupation of the whole of the Liaotung Peninsula the blockade declared by Admiral Togo on January 1, was raised on January 7, but for the present no ships except those in the Japanese Government service are allowed to enter the harbor of Port Arthur.

[REUTERS'S SERVICE.]

## REPORTED LOSS OF A RUSSIAN FLAG-SHIP.

LONDON, January 6.

The *New York Herald's* St. Petersburg correspondent wires that Admiral Rozhdestvensky's flagship, the *Kniaz Suvoroff*, has struck a rock and gone to the bottom.

## REPORT DENIED.

LONDON, January 7.

The loss of the *Kniaz Suvoroff* is absolutely denied in St. Petersburg.

## INCREASE IN RUSSIAN TROOPS.

LONDON, January 6.

The *Standard's* correspondent at St. Petersburg, wires that the Tsar and his Ministers, at a council held in the Palace, have decided to prosecute the war energetically, and to provide General Kuropatkin with 200,000 troops before the end of February.

## THE ADMIRAL OF THE BALTIC FLEET.

LONDON, January 6.

Admiral Rozhdestvensky is to be recalled. An Imperial decree appoints Admiral Skrydloff a member of the council of Admirals.

Rector's correspondent in St. Petersburg wires that the council held in the Palace yesterday discussed the recall of Admiral Rozhdestvensky but no decision was arrived at.

## UNEMPLOYED EUROPEANS.

LONDON, January 6.

The Rev. J. H. France begs to acknowledge the following donations in response to his letter of Dec. 30.

Amount previously acknowledged \$405.00

The Officers and Men H.M.S. *Fame* 10.20

R. H. ... .. 25.00

Mac ... .. 20.00

8463.99

## BRIGANDAGE IN KWANGSI.

How Li Pat was Duped.

(From Our Correspondent.)

Canton, Jan. 6.

It appears that notwithstanding all that has been done, to uproot brigandage it still flourishes in Kwangsi. In fact, says a correspondent, 'there is no place where its existence has been destroyed'. In the district around Nanning, robbers abound.

A robber chief, it is true was caught in a typical Chinese net. Two Imperial officers had been specially appointed by the Viceroy, and sent to capture a famous robber chief named Li Pat. They offered a free pardon and official position if he would come over to their side. He was too confident and over-secure, instead of official position,







THE CHINA MAIL.

Shipping.

PENINSULAR & ORIENTAL STEAMSHIP NAVIGATION COMPANY

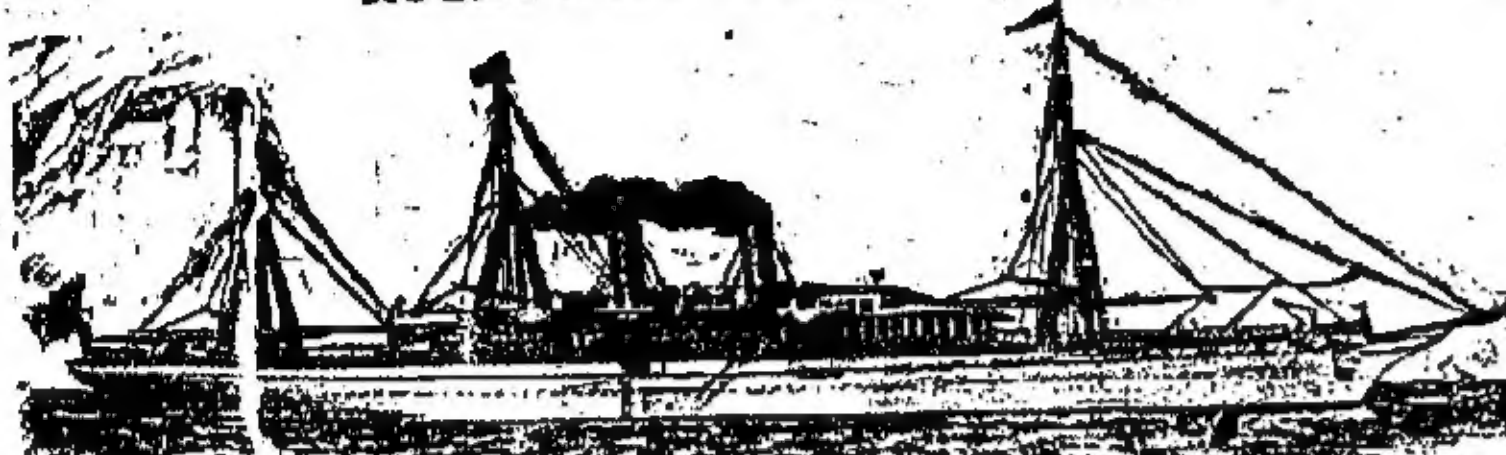
WILL dispatch VESSELS to the Undermentioned PORTS on the DATE named—

FOR	STEAMERS	TO SAIL ON	REMARKS
SHANGHAI	(Palma) G. W. COOKMAN, R.N.R.	About 12th January	Freight only.
MARSEILLES, LONDON & ANTWERP DIRECT, via S'PORE, PANG, Cebu, Port Said and MARSEILLES	(Palma) J. D. ANDREWS, R.N.R.	About 18th January	Freight and Passage.
SHANGHAI	(Simla) E. R. SUMMER	About 14th January	Freight and Passage.
LONDON, &c.	(Mulla) R. A. PETERS	Noon, 14th January	See Special Advertisement

For further Particulars, apply to E. A. HEWITT, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, January 4, 1905.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C. Saving 3 to 7 Days across the Pacific.

PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration.)

STEAMSHIP	TONS	CAPTAIN	TO SAIL AT DAYLIGHT ON
R.M.S. EMPRESS OF CHINA	6000	WAGNER	WEDNESDAY, Jan. 11.
R.M.S. EMPRESS OF INDIA	4425	BRUNER	WEDNESDAY, Jan. 26.
R.M.S. EMPRESS OF JAPAN	6000	BAILE	WEDNESDAY, Feb. 8.
R.M.S. EMPRESS OF AUSTRALIA	6000	SCHULTZ	WEDNESDAY, Mar. 8.
R.M.S. ATHENIAN	3882	SCHULTZ	WEDNESDAY, Mar. 15.

Hongkong to London, 1st Class, via St. Lawrence \$200, via New York \$22. Intermediate on Steamers, \$40. " " " " \$42.

THE magnificent "EMPEROR" STEAMSHIP passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. TARTAR and ATHENIAN carry INTERMEDIATE Passengers only at intermediate rates, affording superior accommodation for that class. Passengers booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Guides, Books, Rates of Freight and Passage, apply to D. W. CRADDOCK, Acting General Agent, Pedder Street, Hongkong, December 29, 1904.

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, PORTLAND, OREGON, MOJI, KOBE & YOKOHAMA; FOR OREGON RAILROAD & NAVIGATION CO.

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS	CAPTAIN	TO SAIL AT DAYLIGHT ON
NICOMEDIA	4370	WAGNER	Jan. 9, 1905.
NUMANTIA	4370	BRUNER	Jan. 31, 1905.
ARABIA	4483	BAILE	Feb. 13, 1905.
ARAGONIA	5198	SCHULTZ	Mar. 5, 1905.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

PORTLAND & ASIATIC STEAMSHIP COMPANY.

Hongkong, January 7, 1905.

OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
ANPING, via SWATOW AND AMOY.	DEIMA, Capt. SCHULTEKNECHT	TUESDAY, about January 12.
TAMUL, via SWATOW AND AMOY.	FRITHJOF, Capt. H. A. HARALDSEN	SUNDAY, 15th Jan., at Daylight.
FOOCHOW, via SWATOW AND AMOY.	TRIUMPH, Capt. A. HANSEN	WEDNESDAY, Jan. 18, at Daylight.
TAMUL, via SWATOW AND AMOY.	M. STRUYE, Capt. T. BRANDT	SUNDAY, 22nd Jan., at Daylight.

ON account of the present state of political affairs, all the Company's new Steamers have been requisitioned for Transport Service, and the above-named chartered Steamers have been secured instead for maintenance of the Company's Coastal Services. As soon as the state of Affairs permit the Company will resume running with its specially designed new Steamers.

For Freight, Passage and further information, apply at the Co.'s local Branch Office, at No. 8, Des Voeux Road Central.

T. ARIMA, Manager.

Hongkong, January 9, 1905.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO. BOSTON TOWBOAT CO. CONNECTING AT TACOMA WITH NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA B.C. AND TACOMA VIA MOJI, KOBE AND YOKOHAMA.

Steamers	Tons	Captains	To Sail
TREMONT	9606	T. W. Garlick	About Jan. 19.
LYRA	4417	G. V. Williams	About Feb. 9.
FLAIDES	3753	F. G. Purington	About Mar. 4.

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The Twin-screw s.s. *Shewan* and *Tremont* have just been fitted with very superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures readiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA. For further information, apply to

Dodwell & Co., Limited, GENERAL AGENTS.

QUEEN'S BUILDINGS, Hongkong, January 2, 1905.

Shipping.

OCEAN STEAMSHIP COMPANY, LIMITED, AND CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT. MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA, AND SUMATRA PORTS.

FROM	STEAMERS	TO SAIL
GLASGOW AND LIVERPOOL	ATAK	11th January.
GLASGOW AND LIVERPOOL	TYDEUS	20th January.
GLASGOW AND LIVERPOOL	PARKING	25th January.
GLASGOW AND LIVERPOOL	IMPERIUS	28th January.
GLASGOW AND LIVERPOOL	PROMETHEUS	31st January.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON & ANTWERP	Hyson	17th January.
* GKNOA, MARSEILLES & LIVERPOOL	HECTOR	20th January.
AMSTERDAM, LONDON & ANTWERP	PHIAN	31st January.
AMSTERDAM, LONDON & ANTWERP	CLAUDE	14th February.
* GKNOA, MARSEILLES & LIVERPOOL	ATAK	20th February.
AMSTERDAM, LONDON & ANTWERP	IMPERIUS	28th February.

\* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS via TYDEUS, NAGASAKI, KOBE & YOKOHAMA.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, January 7, 1905.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
SHANGHAI	WOOSUNG	10th January.
MANILA	TEAN	10th January.
CEBU AND ILOILO	Kaifong	11th January.
PORT DARWIN, THURSDAY ISLAND, GOOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY AND MELBOURNE	Taiyuan #1	20th January.

The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unrivaled Table. A duly qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze & Northern China Ports.

Taking Cargo and Passengers at through rates for all New Zealand—and other Australian Ports.

N.B.—REDUCED SALOON FARES, Single and Return, To Manila and Australian Ports.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Hongkong, January 6, 1905.

HONG KONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captains	For	Sailing Dates
RUBI	2540	R. W. Almond	Manila	Jan. 14, at 10 a.m.
ZAFIRO	2540	R. Rodger	"	Jan. 21, at 10 a.m.

For Freight or Passage, apply to Shewan, Tomes & Co., General Managers.

SOUTH AFRICAN LINE OF STEAMERS.

HONGKONG DIRECT (or via CHEFOO or CHIN-WAN-TAO) to DURBAN, NATAL.

THE following Chartered Steamers will run at Intervals of about 3 Weeks:—

STEAMSHIP	CAPTAIN
S.S. SWANLEY	J. P. DAWSON
S.S. COURTFIELD	J. W. MARTIN
S.S. GRADLEY	W. E. STEELE
S.S. KIBAL	M. ROBERTSON
S.S. ASCOT	C. E. COX
S.S. LOTHIAN	J. G. WILLIAMSON
S.S. INKUM	E. S. PEARSE
S.S. SIKH	J. ROWLEY
S.S. BOTALA	GEORGE STEPHENSON
S.S. INDRABALLI	R. P. CHATFIELD
S.S. SEALDA	J. CULLINGHAM
	GEO. BROWN

For Freight, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, December 29, 1904.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship CATHERINE APCAR, Captain A. STEWART, will be despatched for the above Ports on WEDNESDAY, the 11th Inst, at 3 p.m.

For Freight or Passage, apply to D. SASSOON & Co., Ltd., Agents.

Hongkong, January 6, 1905.

NIPPON YUSEN KAISHA.

TRANS-PACIFIC SERVICE. FOR VICTORIA B.C. AND SEATTLE, WASH. via SHANGHAI, MOJI, KOBE AND YOKOHAMA.

THE Co's Steamship IYO MARU, Captain S. J. G. YAMAGUCHI, will be despatched for the above Ports on FRIDAY, the 27th January, at 4 p.m.

For Freight or Passage, apply at the Company's Local Branch Office in Prince's Building, First Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, January 5, 1905.

AUSTRIAN LLOYD'S STEAMSHIP COMPANY.

STEAM FOR FIUME AND TRIESTE Direct, Calling at SINGAPORE, PENANG, RANGOON, COLOMBO, ADEN, SUEZ AND PORT SAID.

(Taking cargo at through rates to the Brazils, to SOUTH AMERICA, Rio de Janeiro, Bahia, Santos, Valparaiso, Valparaiso and Argentine Ports.)

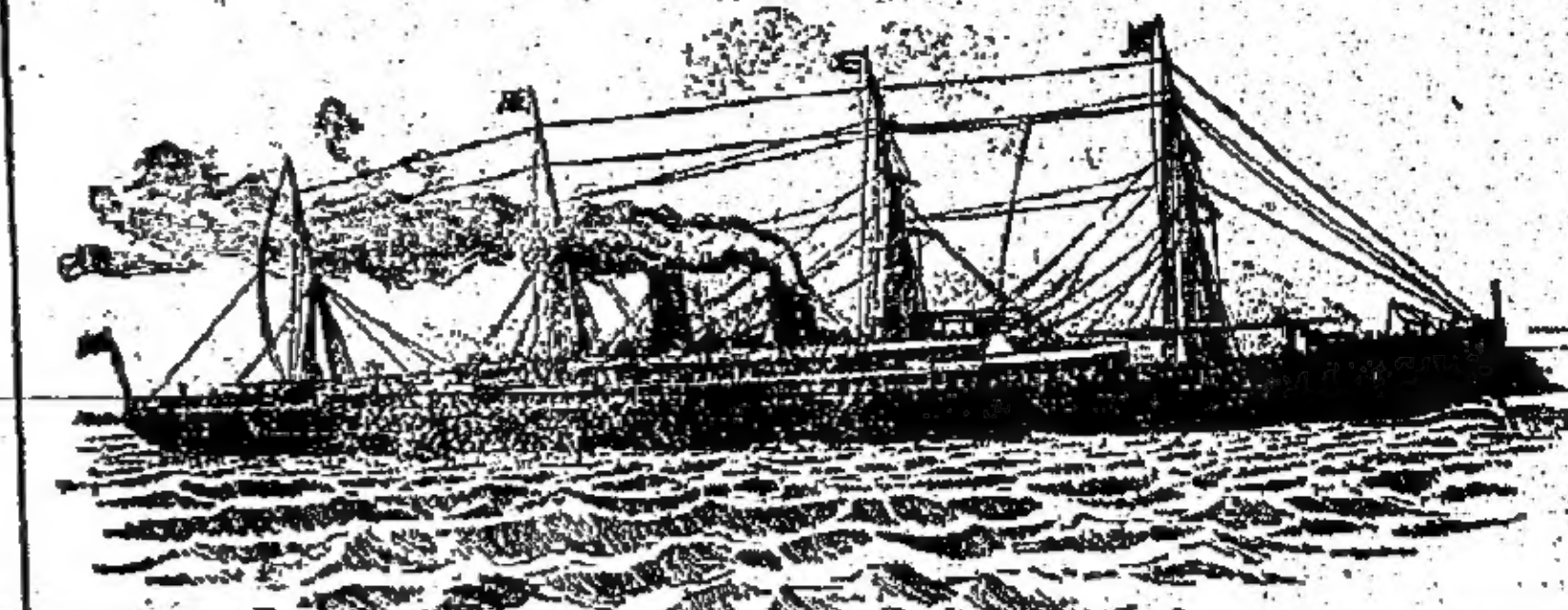
THE Company's Steamship CHINA, Captain TOMANOVICH, will be despatched for the above Ports on FRIDAY, the 18th Inst, p.m.

For information as to Passage & Freight, apply to SANDER, WIELER & Co., Agents.

Hongkong, January 4, 1905.

PACIFIC MAIL S.S. CO. OCCIDENTAL AND ORIENTAL S.S. CO. TOYIO KISEN KAISHA.

U.S. MAIL LINES. VIA HONOLULU. TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.



Only line taking the warm SOUTHERN ROUTE across the PACIFIC, via HONOLULU, the most fertile and beautiful island of the PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.

COPTIC	4,752 Gross Tons	FRIDAY, 13th January, at Noon.
SIBERIA	1,124	TUESDAY, 24th January, at Noon.
MONSIEUR	13,639	FRIDAY, 3rd February, at Noon.
CHINA	5,000	FRIDAY, 17th February, at Noon.
MANCHURIA	13,639	TUESDAY, 23rd February, at Noon.
DORIC	4,784	SATURDAY, 11th March, at Noon.
KOREA	11,276	FRIDAY, 24th March, 1905, at Noon.

Record Trip Yokohama to San Francisco made by s.s. KOREA, 11,276 tons, Oct. 18th-24th, 1902; 10 days, 15 hours.

THE P. M. Steamship COPTIC will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU, on FRIDAY, the 13th January, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company and connecting Steamers.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, January 6, 1905.

BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship PURNEA, Captain PEARSON, will be despatched for the above Ports on TUESDAY, the 10th Inst, at Daylight.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, January 4, 1905.

THE AMERICAN AND ORIENTAL LINE.

FOR NEW YORK.

THE Steamship CROCODON, will be despatched for the above port on or about SATURDAY, the 14th inst.

For Freight, apply to ARNHOLD, KARBURG & Co., Agents.

Hongkong, January 5, 1905.

'SHIRE' LINE STEAMSHIP CO.

FOR NAGASAKI, KOBE AND YOKOHAMA.

THE Company's Steamship DENBIGHSHIRE, Captain W. A. EVANS, will be despatched for the above ports on or about SATURDAY, 14th January.

This Steamer has Superior Accommodation for Passengers.

For Freight or Passage, apply to SHEWAN, TOMES CO., Agents.

Hongkong, January 5, 1905.

MESSAGERIES MARITIMES.

STEAM FOR SINGAPORE, BATAVIA, COLOMBO, INDIA, ADEN, EGYPT, MARSEILLES, LONDON.

HAVRE, BORDEAUX, MEDITERRANEAN, AND BLACK SEA PORTS.

THE Steamship DUMBEA, Captain CHARLES, will be despatched for MARSEILLES on TUESDAY, the 10th January, 1905, at 1 p.m.

Passage Tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next Sailings will be as follows:—

S.S. AUSTRALIAN	January 24, 1905.
S.S. EARNEST-SIMONS	February 7, 1905.
S.S. POLYNESIAN	February 21, 1905.

L. BRIDOU, Acting Agent.

Hongkong, December 30, 1904.

FOR NEW YORK.

With Liberty to call at the Malabar Coast.

THE Steamship SENECA, will sail for New York from Hongkong on or about 23rd January, 1905.

For Freight and further information, apply to

STANDARD OIL COMPANY OF NEW YORK.

Oriental Freight Department.

Hongkong, December 28, 1904.

Not Responsible for Debts.

NEITHER the Captain, the Agents, nor Owners, will be responsible for any loss or damage sustained by the Officers or Crew of the following Vessels during their stay in Hongkong Harbour:—

AKARA, British Steamship, Captain W. Hanson—Standard Oil Co.

FOR NEW YORK, via SUEZ CANAL. With Liberty to call at the Malabar Coast.

PROPOSED SAILINGS.

S.S. EAS 1834	About 30th Jan., 1905.
For Freight and further information, apply to	
SHEWAN, TOMES & CO., General Agents.	

Hongkong, January 7, 1905.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK, via SUEZ CANAL. With Liberty to call at the Malabar Coast.

PROPOSED SAILINGS.

S.S. EAS 1834	About 30th Jan., 1905.
For Freight and further information, apply to	
SHEWAN, TOMES & CO., General Agents.	

Hongkong, January 7, 1905.

Read by all Classes in the Colony and undoubtedly the

POPULAR & LEADING PAPER.

Established over Half a Century.

Notices to Consignees.

BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

THE Co's Steamship *Purnea*, having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 12 o'clock Noon, the 8th Inst, will be landed at Consignees' risk and expense into Godowns at East Point. No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Agents.

Hongkong, January 7, 1904.

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNES OF CARGO per Steamship ALGOA.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature, and to take immediate delivery of their Goods from alongside.

Cargo impeding discharge and undelivered by SATURDAY, the 7th inst, at Noon, will be landed and stored at Consignees' risk and expense. No Fire Insurance will be effected.

E. W. TILDEN, Agent.

Hongkong, January 4, 1905.

BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP TREMONT.

FROM TACOMA, SEATTLE, VICTORIA, YOKOHAMA, KOBE, MOJI AND SHANGHAI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense. No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LTD., Agents.

Hongkong, January 5, 1905.

STEAM TO CANTON.

THE new Twin Screw Steel Steamer, KWONG HOOW, 1,308 tons, Captain J. P. MARTIN, KWONG TUE, 1,236 tons, Captain E. W. WALKER.

Leave HONGKONG for CANTON at 9 Every Evening (Saturday excepted). Leave CANTON for HONGKONG about 5.30 o'clock Every Evening (Sunday excepted).

These fine new Steamers have unequalled accommodation for First Class Passengers and are lit throughout by Electricity.

Passage Fare—Single Journey, \$4.00. Meals, \$1.00. To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in state-rooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, January 6, 1905.

YUEN ON S.S. CO., LTD., No. 8, QUEEN'S ROAD WEST.

Hongkong, November 8, 1904.

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## SHIPPING.

## VISITORS AT HOTELS.

## Merchant Vessels in Hongkong Harbour.

Exclusive of late arrivals and departures reported to-day.

## Vessels Advertised as Loading.

**ARRIVALS.**  
January 7.  
Washora, British str., 1,107, W. Brown, Singapore Dec. 27, and Hoihow Jan. 6th, General.—CHINESE.  
Madeline Rickmers, German str., 1,940, S. Simonson, Bangkok December 31, Rice and General.—DUTCH.  
January 8.  
Indraswami, British str., 3,368, W. E. Onson, R.N.R., New York via Manila Jan. 6, General.—JARDINE, MATHESON & CO.  
Renshaw, British str., 2,510, A. Wallace, Antwerp via London November 24, and Singapore Jan. 1, General.—SHEWAN, TOMES & CO.  
Petrarch, German steamer, 1,262, Ch. Ahrens, Port Louis (Mauritius) Dec. 15, Sugar.—SANDER, WIELER & CO.  
Pahla, German str., 1,017, H. Demes, Bangkok December 31, Rice and Wood.—BURMESE & STRAITS.  
Canton, German str., 1,110, H. Stunkel, Chong Jan. 5, General.—SHEWAN, TOMES & CO.  
Heldrin, German str., 955, J. C. Hansen, Haiphong and Hoihow Jan. 7, Rice and Pig.—JARDINE & CO.  
Ora, British str., 2,146, W. R. Coleman, Liverpool and Singapore Dec. 31, General.—DOWELL & CO., Ltd.  
Mrs. German steamer, 903, J. Petersen, Haiphong and Hoihow January 7, Rice.—JARDINE & CO.  
Dumbra, French str., 3,427, Charbonnel, Shanghai Jan. 6, Mail, Carries and Cotton.—MESSAGERIES MARITIMES.  
Kwangshai, Chinese str., from Canton.  
Washora, British str., from Canton.  
Canton, American ship, from Canton.  
January 9.  
Poderham, British str., 1,497, A. B. Toms, Barry Nov. 12, Coal.—ONDER.  
Leyuan, German steamer, 1,238, Th. Lehmann, Shanghai Jan. 6, General.—SHEWAN & CO.  
Lungyang, British str., 1,992, G. S. Weigall, Manila January 6, General.—JARDINE, MATHESON & CO.  
Jardine, British str., 1,992, G. S. Weigall, Manila January 6, General.—JARDINE, MATHESON & CO.  
Rohd, British str., 1,611, R. W. Almond, Manila January 6, General.—SHEWAN, TOMES & CO.  
Kwangshai, British str., from Canton.

**DEPARTURES.**  
January 7.  
Ducanlar, for Nagasaki.  
January 8.  
M. Strive, for Swatow.  
Hoihow, for Amoy.  
Yelamuch, for Saigon.  
Renshaw, for Swatow.  
Hoihow, for Kobe.  
Freg, for Shanghai.  
Ounfield, for Moji and Durban.  
January 9.  
Glacius, for Shanghai.  
Wing, for Nagasaki.  
Hoihow, for Shanghai.  
Achenberg, for Kuchinozu.  
Renshaw, for Manila.  
Washora, for Shanghai.  
Nagasaki, for Moji and Portland, Or.  
Uda, for Yokohama.  
Paisanuk, for Bangkok.

**CLARIFIED.**  
Washora, for Amoy.  
Ora, for Shanghai.  
Lungyang, for Shanghai.  
Ancient, for Amoy (Java).  
Kwangshai, for Shanghai.  
Lungyang, for Canton.  
January 9.  
Per Indraswami, from Manila, Col. Bell, and Mr. E. Esterbrook.  
Per Renshaw, from London, &c., Mr. M. Waters.  
Per Dumbra, from Hongkong, from Yokohama, Mr. and Mrs. Paris, 4 children, from Shanghai, Mr. Steele, Mr. and Mrs. Scott, Mr. and Mrs. Manahan, Messrs. W. B. Bush, Ransley, Stein, Page, Meyer, Barretto, Riva, Mascarella, Kink, Barber and Dogan.  
For Saigon, from Shanghai, Mr. R. Perez, and Mr. Barrow.  
Kale, Mrs. Sonnyama Hatsu, Mr. Taniguchi, Mr. Kawanaka, and Mr. Tanaka.  
From Shanghai, Mr. and Mrs. Wakiaki.  
For Colombo, from Kobe, Mr. Futschaki.  
For Port Said, from Shanghai, Mr. Starke.  
For Marseilles, from Yokohama, Mrs. Felsch and child, Mr. T. W. Jones.  
Shanghai, Messrs. Osborne, Francis Ogden, Thiam Guepse, Thiam Pietro, Emilio Vissello, Simon, Mihent, Buthe, Marot, Dorjkin, Sokrikok, Schloeff, Sordani, Colin, Alain, Dagon, Franceschi, Pilske, Lougan, and Berdini.  
Per Lungyang, from Manila, Mr. W. Falk.

**SHIPPING REPORTS.**  
The British steamer Washora reports: From Singapore Dec. 27th, and Hoihow Jan. 6th, strong N.E. monsoon, with high seas, increasing at times, a moderate gale. Weather began to moderate on reaching lat. 10° N. Passage from Hoihow was completed in fine weather, but slightly hazy, smooth sea.

**POST OFFICE NOTICES.**  
Mails will close:—  
For MACAO.—  
Per Washora, at 7.30 a.m., on Tuesday, the 10th January.  
For CANTON.—  
Per Hoihow, at 7.30 a.m., on Tuesday, the 10th January.  
For BANGKOK.—  
Per Renshaw, at 9 a.m., on Tuesday, the 10th January.  
For CHINKIANG.—  
Per Renshaw, at 2 p.m., on Tuesday, the 10th January.  
For SHANGHAI.—  
Per Lungyang, at 3 p.m., on Tuesday, the 10th January.  
Per Washora, at 5 p.m., on Tuesday, the 10th January.  
Per Indraswami, at 4 p.m., on Tuesday, the 10th January.  
For MANILA.—  
Per Renshaw, at 3 p.m., on Tuesday, the 10th January.  
For HOIHOW & HAIPHONG.—  
Per Carl Dietrichsen, at 5 p.m., on Tuesday, the 10th January.  
For HAIPHONG.—  
Per Renshaw, at 5 p.m., on Tuesday, the 10th January.  
For AMOY, STRAITS, & RANGOON.—  
Per Renshaw, at 5 p.m., on Tuesday, the 10th January.  
For SWATOW & SHANGHAI.—  
Per Chouyung, at 5 p.m., on Tuesday, the 10th January.  
For KONGMOON & KUMCHUK.—  
Per Renshaw, at 5 p.m., on Tuesday, the 10th January.

**POST OFFICE NOTICES.**  
Mails will close:—  
For PORT DARWIN, THURSDAY, ISLAND, COOKTOWN, CAIRNS, TOWNVILLE, BRISBANE, SYDNEY, HOBBART, LAUNCESTON, NEW ZEALAND, MELBOURNE, ADELAIDE & PERTH.—  
Per Washora, at 5 p.m., on Tuesday, the 10th January.  
MAILS BY THE FRENCH PACKET.—  
The French Contract Packet Dumbra will be despatched on TUESDAY, the 10th Jan., with Mails for the United Kingdom, the Continent of Europe, and places beyond, via Marseilles, to Saigon, Straits Settlements, Batavia, Burma, Ceylon, Madras, the Australasian Colonies, Aden, Natal and the Cape, Egypt, Malta, and Gibraltar. Printed Matter and Samples at 10 a.m. Registration, with late fee of 10 cents, up to 10 a.m.  
Letters at 11 a.m.  
Late Letters 11 to 11.30 a.m. Extra Postage 10 cents.  
Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing from Green Island. Vessels near the Hongkong shore are marked A, near the Kowloon shore K, and those in the body of the Shipping midway between each shore are marked S, in conjunction with the figures denoting the sections.

**Section.**  
1. From Green Island to the Gas Works.  
2. From Gas Works to Jardine's Wharf.  
3. From Jardine's Wharf to the Harbour Office.  
4. From Harbour Office to the Harbour Wharf.  
5. From Harbour Wharf to the Harbour Wharf.  
6. From Harbour Wharf to the Harbour Wharf.  
7. From Harbour Wharf to the Harbour Wharf.  
8. From Harbour Wharf to the Harbour Wharf.  
9. From Harbour Wharf to the Harbour Wharf.  
10. From Harbour Wharf to the Harbour Wharf.  
11. From Harbour Wharf to the Harbour Wharf.

Vessel's Name	Owner	Flag	Reg.	Tons	Date of Arrival	Company or Agent	Destination	Remarks
<b>Steamers.</b>								
Agincourt	British str.	2786	Oct.	311	Jan. 9	Matheson & Co.	Green Dock	
Alga	British str.	4896	Jan.	31	Jan. 9	Matheson & Co.	Green Dock	
Alga	British str.	2251	Jan.	31	Jan. 9	Matheson & Co.	Green Dock	
Alga	British str.	2785	Dec.	31	Jan. 9	Matheson & Co.	Green Dock	
Alga	British str.	1794	Jan.	31	Jan. 9	Matheson & Co.	Green Dock	
Alga	British str.	2011	Jan.	31	Jan. 9	Matheson & Co.	Green Dock	
Alga	British str.	1110	Jan.	31	Jan. 9	Matheson & Co.	Green Dock	
Alga	British str.	1774	Jan.	31	Jan. 9	Matheson & Co.	Green Dock	
Alga	British str.	1750	Jan.	31	Jan. 9	Matheson & Co.	Green Dock	
Alga	British str.	1116	Jan.	31	Jan. 9	Matheson & Co.	Green Dock	
Alga	British str.	2744	Dec.	31	Jan. 9	Matheson & Co.	Green Dock	
Alga	British str.	1663	Jan.	31	Jan. 9	Matheson & Co.	Green Dock	
Alga	British str.	2820	Dec.	31	Jan. 9	Matheson & Co.	Green Dock	
Alga	British str.	1944	Jan.	31	Jan. 9	Matheson & Co.	Green Dock	
Alga	British str.	850	Jan.	31	Jan. 9	Matheson & Co.	Green Dock	
Alga	British str.	3216	Jan.	31	Jan. 9	Matheson & Co.	Green Dock	
Alga	British str.	904	Jan.	31	Jan. 9	Matheson & Co.	Green Dock	
Alga	British str.	2403	Dec.	31	Jan. 9	Matheson & Co.	Green Dock	
Alga	British str.	286	Jan.	31	Jan. 9	Matheson & Co.	Green Dock	
Alga	British str.	705	Nov.	27	Jan. 9	Matheson & Co.	Green Dock	
Alga	British str.	3366	Jan.	31	Jan. 9	Matheson & Co.	Green Dock	
Alga	British str.	1726	Nov.	28	Jan. 9	Matheson & Co.	Green Dock	
Alga	British str.	3316	Dec.	12	Jan. 9	Matheson & Co.	Green Dock	
Alga	British str.	2784	Jan.	31	Jan. 9	Matheson & Co.	Green Dock	
Alga	British str.	423	Jan.	31	Jan. 9	Matheson & Co.	Green Dock	
Alga	British str.	1024	Jan.	31	Jan. 9	Matheson & Co.	Green Dock	
Alga	British str.	1228	Jan.	31	Jan. 9	Matheson & Co.	Green Dock	
Alga	British str.	1538	Jan.	31	Jan. 9	Matheson & Co.	Green Dock	
Alga	British str.	1062	Jan.	31	Jan. 9	Matheson & Co.	Green Dock	
Alga	British str.	1022	Jan.	31	Jan. 9	Matheson & Co.	Green Dock	
Alga	British str.	1238	Jan.	31	Jan. 9	Matheson & Co.	Green Dock	
Alga	British str.	1023	Jan.	31	Jan. 9	Matheson & Co.	Green Dock	
Alga	British str.	2146	Jan.	31	Jan. 9	Matheson & Co.	Green Dock	
Alga	British str.	1018	Jan.	31	Jan. 9	Matheson & Co.	Green Dock	
Alga	British str.	1262	Jan.	31	Jan. 9	Matheson & Co.	Green Dock	
Alga	British str.	1021	Jan.	31	Jan. 9	Matheson & Co.	Green Dock	
Alga	British str.	1287	Jan.	31	Jan. 9	Matheson & Co.	Green Dock	
Alga	British str.	715	Jan.	31	Jan. 9	Matheson & Co.	Green Dock	
Alga	British str.	1024	Jan.	31	Jan. 9	Matheson & Co.	Green Dock	
Alga	British str.	3303	Jan.	31	Jan. 9	Matheson & Co.	Green Dock	
Alga	British str.	1464	Dec.	10	Jan. 9	Matheson & Co.	Green Dock	
Alga	British str.	1582	Dec.	26	Jan. 9	Matheson & Co.	Green Dock	
Alga	British str.	1857	Jan.	31	Jan. 9	Matheson & Co.	Green Dock	
Alga	British str.	1143	Jan.	31	Jan. 9	Matheson & Co.	Green Dock	
Alga	British str.	977	Jan.	31	Jan. 9	Matheson & Co.	Green Dock	
Alga	British str.	1345	Jan.	31	Jan. 9	Matheson & Co.	Green Dock	
Alga	British str.	1298	Jan.	31	Jan. 9	Matheson & Co.	Green Dock	
Alga	British str.	1002	Jan.	31	Jan. 9	Matheson & Co.	Green Dock	
Alga	British str.	879	Jan.	31	Jan. 9	Matheson & Co.	Green Dock	
Alga	British str.	2539	Jan.	31	Jan. 9	Matheson & Co.	Green Dock	
Alga	British str.	1267	Jan.	31	Jan. 9	Matheson & Co.	Green Dock	
Alga	British str.	1169	Dec.	22	Jan. 9	Matheson & Co.	Green Dock	
Alga	British str.	1115	Jan.	31	Jan. 9	Matheson & Co.	Green Dock	
Alga	British str.	1030	Jan.	31	Jan. 9	Matheson & Co.	Green Dock	
Alga	British str.	1424	Jan.	31	Jan. 9	Matheson & Co.	Green Dock	
<b>Sailing Vessels.</b>								
Alga	British str.	1700	Nov.	26	Jan. 9	Matheson & Co.	Green Dock	
Alga	British str.	3449	Dec.	21	Jan. 9	Matheson & Co.	Green Dock	
Alga	British str.	140	Dec.	14	Jan. 9	Matheson & Co.	Green Dock	

**STEAMERS PASSED SUEZ CANAL.**  
(SUPPLIED THROUGH ROUTE).  
Hoihow, Dec. 9, P. M. S. Co. 1,107, W. Brown, Singapore Dec. 27, and Hoihow Jan. 6th, General.—CHINESE.  
Madeline Rickmers, German str., 1,940, S. Simonson, Bangkok December 31, Rice and General.—DUTCH.  
January 8.  
Indraswami, British str., 3,368, W. E. Onson, R.N.R., New York via Manila Jan. 6, General.—JARDINE, MATHESON & CO.  
Renshaw, British str., 2,510, A. Wallace, Antwerp via London November 24, and Singapore Jan. 1, General.—SHEWAN, TOMES & CO.  
Petrarch, German steamer, 1,262, Ch. Ahrens, Port Louis (Mauritius) Dec. 15, Sugar.—SANDER, WIELER & CO.  
Pahla, German str., 1,017, H. Demes, Bangkok December 31, Rice and Wood.—BURMESE & STRAITS.  
Canton, German str., 1,110, H. Stunkel, Chong Jan. 5, General.—SHEWAN, TOMES & CO.  
Heldrin, German str., 955, J. C. Hansen, Haiphong and Hoihow Jan. 7, Rice and Pig.—JARDINE & CO.  
Ora, British str., 2,146, W. R. Coleman, Liverpool and Singapore Dec. 31, General.—DOWELL & CO., Ltd.  
Mrs. German steamer, 903, J. Petersen, Haiphong and Hoihow January 7, Rice.—JARDINE & CO.  
Dumbra, French str., 3,427, Charbonnel, Shanghai Jan. 6, Mail, Carries and Cotton.—MESSAGERIES MARITIMES.  
Kwangshai, Chinese str., from Canton.  
Washora, British str., from Canton.  
Canton, American ship, from Canton.  
January 9.  
Poderham, British str., 1,497, A. B. Toms, Barry Nov. 12, Coal.—ONDER.  
Leyuan, German steamer, 1,238, Th. Lehmann, Shanghai Jan. 6, General.—SHEWAN & CO.  
Lungyang, British str., 1,992, G. S. Weigall, Manila January 6, General.—JARDINE, MATHESON & CO.  
Jardine, British str., 1,992, G. S. Weigall, Manila January 6, General.—JARDINE, MATHESON & CO.  
Rohd, British str., 1,611, R. W. Almond, Manila January 6, General.—SHEWAN, TOMES & CO.  
Kwangshai, British str., from Canton.

**Exchange.**  
Hongkong, January 9, 1905.  
On London.—  
Bank, 100 days sight, 1/11.  
On demand, 1/11.  
On 30 days sight, 1/11.  
On 60 days sight, 1/11.  
On 90 days sight, 1/11.  
On 120 days sight, 1/11.  
On 150 days sight, 1/11.  
On 180 days sight, 1/11.  
On 210 days sight, 1/11.  
On 240 days sight, 1/11.  
On 270 days sight, 1/11.  
On 300 days sight, 1/11.  
On 330 days sight, 1/11.  
On 360 days sight, 1/11.  
On 390 days sight, 1/11.  
On 420 days sight, 1/11.  
On 450 days sight, 1/11.  
On 480 days sight, 1/11.  
On 510 days sight, 1/11.  
On 540 days sight, 1/11.  
On 570 days sight, 1/11.  
On 600 days sight, 1/11.  
On 630 days sight, 1/11.  
On 660 days sight, 1/11.  
On 690 days sight, 1/11.  
On 720 days sight, 1/11.  
On 750 days sight, 1/11.  
On 780 days sight, 1/11.  
On 810 days sight, 1/11.  
On 840 days sight, 1/11.  
On 870 days sight, 1/11.  
On 900 days sight, 1/11.  
On 930 days sight, 1/11.  
On 960 days sight, 1/11.  
On 990 days sight, 1/11.  
On 1020 days sight, 1/11.  
On 1050 days sight, 1/11.  
On 1080 days sight, 1/11.  
On 1110 days sight, 1/11.  
On 1140 days sight, 1/11.  
On 1170 days sight, 1/11.  
On 1200 days sight, 1/11.  
On 1230 days sight, 1/11.  
On 1260 days sight, 1/11.  
On 1290 days sight, 1/11.  
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On 1410 days sight, 1/11.  
On 1440 days sight, 1/11.  
On 1470 days sight, 1/11.  
On 1500 days sight, 1/11.  
On 1530 days sight, 1/11.  
On 1560 days sight, 1/11.  
On 1590 days sight, 1/11.  
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On 1770 days sight, 1/11.  
On 1800 days sight, 1/11.  
On 1830 days sight, 1/11.  
On 1860 days sight, 1/11.  
On 1890 days sight, 1/11.  
On 1920 days sight, 1/11.  
On 1950 days sight, 1/11.  
On 1980 days sight, 1/11.  
On 2010 days sight, 1/11.  
On 2040 days sight, 1/11.  
On 2070 days sight, 1/11.  
On 2100 days sight, 1/11.  
On 2130 days sight, 1/11.  
On 2160 days sight, 1/11.  
On 2190 days sight, 1/11.  
On 2220 days sight, 1/11.  
On 2250 days sight, 1/11.  
On 2280 days sight, 1/11.  
On 2310 days sight, 1/11.  
On 2340 days sight, 1/11.  
On 2370 days sight, 1/11.  
On 2400 days sight, 1/11.  
On 2430 days sight, 1/11.  
On 2460 days sight, 1/11.  
On 2490 days sight, 1/11.  
On 2520 days sight, 1/11.  
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On 2880 days sight, 1/11.  
On 2910 days sight, 1/11.  
On 2940 days sight, 1/11.  
On 2970 days sight, 1/11.  
On 3000 days sight, 1/11.  
On 3030 days sight, 1/11.  
On 3060 days sight, 1/11.  
On 3090 days sight, 1/11.  
On 3120 days sight, 1/11.  
On 3150 days sight, 1/11.  
On 3180 days sight, 1/11.  
On 3210 days sight, 1/11.  
On 3240 days sight, 1/11.  
On 3270 days sight, 1/11.  
On 3300 days sight, 1/11.  
On 3330 days sight, 1/11.  
On 3360 days sight, 1/11.  
On 3390 days sight, 1/11.  
On 3420 days sight, 1/11.  
On 3450 days sight, 1/11.  
On 3480 days sight, 1/11.  
On 3510 days sight, 1/11.  
On 3540 days sight, 1/11.  
On 3570 days sight, 1/11.  
On 3600 days sight, 1/11.  
On 3630 days sight, 1/11.  
On 3660 days sight, 1/11.  
On 3690 days sight, 1/11.  
On 3720 days sight, 1/11.  
On 3750 days sight, 1/11.  
On 3780 days sight, 1/11.  
On 3810 days sight, 1/11.  
On 3840 days sight, 1/11.  
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On 4080 days sight, 1/11.  
On 4110 days sight, 1/11.  
On 4140 days sight, 1/11.  
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On 6990 days sight, 1/11.  
On 7020 days sight, 1/11.  
On 7050 days sight, 1/11.  
On 7080 days sight, 1/11.  
On 7110 days sight, 1/11.  
On 7140 days sight, 1/11.  
On 7170 days sight, 1/11.  
On 7200 days sight, 1/11.  
On 7230 days sight, 1/11.  
On 7260 days sight, 1/11.  
On 729